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4411
Diary
27

African Squadron

Flag Officer
William Inman

28th May 1859

to

13th February 1860.

Vol. I.

Specimen ... 28
" Orders for Ste. Operations 30
37, 38, 39, 40
" Ste. Celebration of Thanksgiving 41
" Reports to Dep. Interest 47
" Letter to British Government 51
" Gen. personal Expenses of Captains &c 57
" Rel. Searching Vessels &c 58
" Rel. Articles re captured Vessels 57
" Gen. Orders re. capture of Slaves 60
" Rel. to Captured Negroes 82
" Relative to Emigrating Captured
Negroes in Africa 83
" " " 84, 86
" " " 87, 88
" Leaving coast of U.S. Negroes 89
" Letter of Thanks to Spanish Gov. 90
" Rel. to Gen. Orders 105, 106
" Rel. to Sick case 107
" Gen. Order Rel. to Hammocks 108
" " Rel. Shipping Supplies 109
" Rel. Recaptured Slaves 111
" Letter to Spanish Gov. 113

Page.

Transfer Pay Rolls 114
" Supply Reports 115
Pay Supply Report at Navarre 117
" " 119
Pay Rolls 123
Pay Rolls 126
Pay Rolls of Squadron 137
Pay Rolls of Squadron 153
Pay Rolls of Squadron 175, 194
Pay Rolls of Boats of U.S. Gunboat 177
Journal Entries 178
Pay Rolls copied in "Ohio" 197
Pay Rolls Medical Purveyor 260
Pay Rolls at Pensacola 281
Pay Rolls of Squadron 318, 319
Pay Rolls of Squadron 320
Pay Rolls and Receipts 321
Muster Rolls of Squadron
Vessel in U.S. Service 325
326, 327, 328, 329, 330, 331, 332
Pay Rolls U.S. Flag
at Pensacola 341, 343

Pay Rolls 1
Pay Rolls 5, 6
Pay Rolls 7
Pay Rolls 15
Pay Rolls 16
Pay Rolls 17
Pay Rolls 173
" " " 175
Pay Rolls 177
Pay Rolls 178
Pay Rolls 179
Pay Rolls 180
"Ohio" Pay Rolls 197 20
" " " 22, 23
" Muster Rolls 24
Pay Rolls 40
Pay Rolls 45, 46
Pay Rolls 173
Pay Rolls 175
" Pay Rolls 176
" Pay Rolls 188
" Pay Rolls 191
"Pocahontas" Tickets for 32, 44
Pay Rolls for Comm. 126
"Virginia" Exp. Vessel 177
Muster Rolls 1

Page

"Stars" Rel. to capture of the "Rose" 134.
" " " 135, 136
" Rel. to detention of 112
Clerk of the Rel. to resignation 336
" 337, 338, 339, 340
"Plymouth" Dep. for U.S. 22
"Potomac" Rel. movements of 40, 28
" Rel. to transfer of Stores 169
" Orders for 171
Rodgers Lt. Rel. to transfer 173
" Rel. to detachment 184
Rud R.B. Rel. to Transfer 173, 307, 316
Saxton Wm Rel. to Medical Stores 271
" " " 272
"San Jacinto" Orders to 20, 22
" Rel. to state of provision 28
" Report on Provision 29, 30, 31
" Rel. to movements of 43 56
" Rel. to unseaworthiness of 62
" Rel. complaint of Capt- 61
" Failure of Provision 63
64, 66, 67, 68, 69, 70, 71, 72, 73
74, 75, 76, 77, 78, 79, 80, 81.

Page

[illegible] 20
" 22, 33
[illegible] 18
[illegible] 128, 130
[illegible] 137
[illegible] 315
[illegible] 323
" " 324
[illegible] 309, 310, 310
[illegible] 309, 311, 312, 313
[illegible] 316, 317
"Ohio" Rel. to Escape of Prisoners 207
" Reports to Secretary 204, 205
Rel. to Stores in case of 203
" [illegible] 258
" " 261
" [illegible] 227
" Opinion of Counsel in
Admiralty Court in case of 205
" Rel. to case of 204
" Rel. to arrest of Officers of 202
" Extract from Log Book 201
" Account of Capture of 199

		Page
"	"Vt. ex. "5" Orders for	93
"	" Read from copy of	94, 96
	" Instructions for Com.	95
	Waive 3	103
"	Rel. to Mail for	130
"	Rel. Court from copy of	131
"	Rel. Supply of Bread for	132
"	Rel. Movements of	137
"	Orders for	139
"	Report on Propeller of	169, 170
"	Rel. to repairing Propeller	171
"	Orders for	172
"	" "	185, 181
Schoonmaker E.M.	Rel. to transfer	173
Selfridge T.O.	Rel. to complaint of	293
	294, 295, 296, 299, 300.	
"	Rel. breaking seals	298, 307
"	Rel. charges against	302. 303, 304
Semmes J.S.	Rel. to Transfer of	157
"	"	173
Smith W.m	Rel. Med. Survey	271, 272
Smith R.H.	" "	271, 272
Stanton D.T.	Rel. to transfer	173

		Page
Stepper M.J.	Rel. to Martial on	284
	285, 286, 287,	
Story H.E.	Med. Report on	275, 276
"Sumpter"	Rel. arrival of	32
"	Orders for	40
"	Relative to	89
"	Rel. movements of	126, 127
"	Orders for	192
"Sappho"	Relative to	103
"	To be used as Store Ship	114
"	Rel. Removing stores	130
"	To carry home invalids	169
"	To Return to New York	266
Tidball N.F.	Rel. transfer	173, 157
Taylor H.J.	Rel. Med. Survey	277
"	" "	280
Thorne J.	Rel. Med. Survey	279, 280
Totten S.J.	Rel. charges against	287
	288, 289, 307, 308, 309, 310, 311, 315	
"Triton"	Rel. detention of "Orion"	112
"	Rel. Capture of Slaver	268
Turner Ges. W.	Restoration to duty	296
"	Rel. complaint of	287, 288, 289

		Page
[illegible]	[illegible]	291
[illegible]	[illegible]	173
[illegible]	[illegible]	173
[illegible]	[illegible]	33
"	[illegible]	152
"	[illegible]	134
"	[illegible]	173
[illegible]	" [illegible]	28
"	[illegible]	42
"	[illegible]	54
"	[illegible]	89, 266
"	[illegible]	273
"	[illegible]	333, 334, 335
"	[illegible]	347
[illegible]	[illegible]	266.
[illegible]	[illegible]	275, 276
[illegible]	[illegible]	4
"	[illegible]	5
[illegible]	" "	323, 324
[illegible]	[illegible]	345. 346.

Captain
William
May 2[illegible]
[illegible]

1 May 31.

Boston, June 7th 1859.

2

I have the honor to acknowledge the receipt of your letter of the 3d instant, advising me that Purser Boggs will not take passage in the "Constellation"; also that of the 4th instant, directing me to afford passage in that vessel to Mr. William Binnie, Clerk to the Naval Store-Keeper appointed for Porto Praya.

I am,

Very respectfully
Your Obedient Servant

Wm Inman
Captain U. S. Navy
Appointed to Command
U. S. African Squadron

U. S. Flag Ship "Constellation"
Boston, June 10th 1859

Sir:

I have the honor to inform that I have, this day, hoisted my Flag on board this ship, as directed by your Order of the 3rd instant.

I am,
Sir,
very respectfully
Your Obedient Servant
Wm Inman
Flag Officer
Comd'g United States
African Squadron.

Isaac Toucey,
Secretary of the Navy,
Washington.
DC.

Flag Officer Inman
June 10 1859
Rec'd June 20

J. Jones 16. 10

U. S. Flag Ship "Constitution"
Boston, June 9th 1854

Sir,

I have the honor to acknowledge-
ceipt of your letter of the 15th inst:
forwarding Medical Returns to the Med-
Examining Board for Officers, Convening
during this ship.

Very respectfully
Your Obedient Servant
Jno Lyman
Surg U.S.N.
Com[illegible] Examining Board

U.S.
Isaac Toucey,
Secretary of the Navy
Washington
D.C.

U.S. Ship "Constitution"
Lisbon, June 23d 1855.

[illegible]

[illegible] Sir,

[illegible] the Secretary of the Navy, the [illegible] Board of Officers [illegible] to examine into the Condition [illegible] of Captain [illegible] Commanding this Ship, as [illegible] Order to [illegible] of the 18th instant.

I have the honor to be,
Very respectfully
Your Obedient Servant.

Wm Inman

Purser,
U.S. Mediterranean Squadron.

G. June 23

Hon. Isaac Toucey,
Secretary of the Navy
Washington
D.C.

Navy Yard, Charlestown
June 21st 1855.

[illegible] this state, [illegible]
[illegible] of the present constellation
[illegible] Hobson, commanding the U.S.
[illegible] to present to [illegible]

The first, from Captain Wilson Shannon,
[illegible] the 1st, 1 mile distance, in the
New York, on the 21st day of January
[illegible] four, and received a severe injury of
[illegible], which has prevented locomotion,
[illegible], up to this time. We are of
[illegible] that there is very serious injury
[illegible] the tissues composing the joint, and
[illegible] extreme caution [illegible] will [illegible] be
[illegible] to restore [illegible] to use.
Under these circumstances we regret
[illegible] to state that we do not consider him
[illegible] perform active service; and therefore, that
[illegible] did not originate in the line of his

We are, very respectfully
[illegible]
[illegible]

[illegible]

[illegible],
Commanding U.S. African Squadron,
U.S. Ship Constellation.

U.S. Ship "Constellation"
Gibraltar Bay June 2d 1815

Sir

I have the honor to inform you that I anchored in this Bay on the 28th ult. with the Ship under my command, and the Squadron named in the margin, and have since been employed in procuring Supplies of Provisions &c. which will be my apology for not having sooner communicated to you my arrival in the Mediterranean.

I have now to inform you that peace has been concluded between the United States of America and the Regency of Algiers, on terms honorable to the former, and I trust will be productive of permanent advantage to the latter, as well as to the whole civilized World.

I am Sir
Your most obt. Servt
Wm Lewis

Navy Office
Comdg U.S. Ships in the Mediterranean

Wm. Peters, U.S.N.
Isaac Hull U.S.N.
[illegible] U.S.N.

Done 27 June 1859

U. S. Flag Ship "Constellation"
Boston, July 6th 1859.

I have the honor to submit herewith, a request from Captain John S. Nicholas, that a Medical Survey may be held upon Mr. George W. Blackford, the Engineer of this Ship. Will you be pleased to order such Survey.

I am,
Very respectfully
Your Obedient Servant
Wm Inman
Flag Officer,
Comdg. U. S. African Squadron.

Rec'd June 25th

Isaac Toucey
Secretary of the Navy
Washington
D.C.

U.S. Ship "Constellation"
Boston, July 6th 1865

Sir,

Inasmuch as the present state of the war in Texas, Louisiana, Mississippi, Alabama & Florida does not exist, & will be entirely free from hostilities on the Coast of Africa; I am therefore to request that you will be pleased to order a Medical Survey to be held on them.

I am,
Very respectfully
Your Obt. Svt.
John Guthrie
Captain

To
Fleet Surgeon
William Swann
Comdg U.S. Naval Rendezvous
Ship "Constellation"
Boston Harbor.

Done 8 July 1859

U. S. Flag Ship "Constellation"
Boston, July 8th 1859.

Sir:

I have the honor to acknowledge
receipt of your letter of the 6th instant,
taining Orders to proceed to any Station
the Coast of Africa, when the "Constel-
tion" shall be in all respects ready for
and the instructions for conducting
Command. I shall probably sail at
early day, of which I will inform the
partment.

I am, Sir,
Very respectfully
Your Obedient Servant

Wm Inman

Flag Officer
Comdg U. S. African Squadron

Isaac Toucey
Secretary of the Navy
Washington

U. S. Ship "Constellation"
Boston, June 12th 1857.

I have the honor to acknowledge the receipt of your instruction of the 8th inst. to examine, and report upon the light of U. S. Boyd for ascertaining and designating Top-Sails, which is now Official-ed the Main-top-Sail of the "Constellation".

I am,
very respectfully
Your obt. Servt.

Wm Inman

Flag Officer,
Comdg U. S. Steam Frigate Constellation.

Captain
Wm Inman
July

July 11.

Isaac Toucey.
Secretary of the Navy
Washington
D.C.

U.S. Flag Ship "Potomac"
Boston, Sept 14th 1864

Sir

I have the honor to inform you
respectfully that in obedience to the Order
of the Secretary of the Navy I
shall make every effort to be on my station
at Galveston as speedily as
possible.

I respectfully report that in
consideration of the Storm now prevailing
which, in my judgement renders it unsafe
for Ships for Service, and I expect to be
out of sight of land, on the Bar, 14 hours
after I shall proceed to sea, weather
& Tides.

I am
very respectfully
Your Obt. Servt.
Jno. Shuman

Flag Officer,
Comdg. U. S. Gulf Squadron.

9 Sept 14.

Hon.
Gideon Welles
Secretary of the Navy
Washington
DC

U.S. Flagship Constellation
Boston, July 12th 1814.

Sir,

I submit herewith, for the consideration of the Executive, in the case of Captain Lloyd, Commander of this Ship, if necessary, the Passports that he is not indisposed for Duty, I have therefore ordered Captain Lloyd to return to Philadelphia, and to report himself, there, to the Department as directed.

I am,
Sir, very respectfully
Your Obt. Servt.

Wm Jones

Flag Officer,
Commg U.S. Naval Force on this Station

9 July 14

Hon:
Isaac Tousey
Secretary of the Navy
Washington
D.C.

Wm J Patton
Surgeon
J. H. Miller
Asst Surgeon

U. S. Flag Ship "Constellation"
Boston, July 11th

Gentlemen,

You will hold a Medical Exa
Sailmaker George W. Blackford attached to th
You will make to me Your Report, in wh
will State distinctly whether Sailmaker Bl
is incapacitated for Service, and, if so, as
You may be able, the Cause and probabl
of the Disability, and whether it origina
the line of duty.

I am,
Very respectfully
Your Obt. Svt.

Jno Lyman
Flag Officer
Comg U. S. African Squa

Surgeon W. H. Fallon, U. S. N.
" J. S. Miller " "
" C. A. Foltz " "

Aug

9 Aug 14.

U. S. Flag Ship "Constellation"
At Sea, Off Boston, July 15th 1859.

Sir:

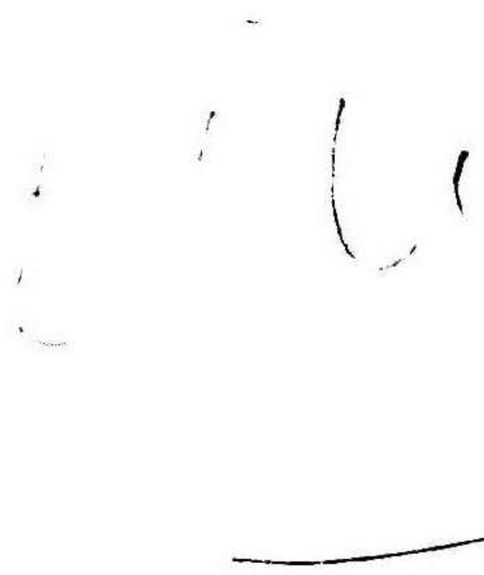
I have the honor to inform the Department that the "Constellation" is at and that I shall proceed to Funchal the Island of Madeira, where I expect to receive the transfer of the unexecuted instructions &c., as left by Flag Officer Cunningham. The report will be made to the Department from Madeira.

I am,
Very Respectfully
Your Obt. Servt.

Buchanan

Flag Officer
Comdg U. S. African Squadron

Hon:
Isaac Toucey
Secretary of the Navy
Washington



D Jul 9

U. S. Flag Ship "Constellation",
Norfolk Navy Yard, Sept 16th 1859.

Sir,

I forwarded by the mail of last evening bound for the Island of Madeira, an official letter in the name of either of the Lieutenants of this Ship, stating that under the circumstances last mentioned by the Surgeon of the Ship, she was found to be unfit for cruising in that quarter, as essential in rather, that she could not maintain the honor of the Flag. Knowing all other Constellations necessary to this Squadron, except the Steam Frigate Roanoke which is reported to be under repair at Boston, and have required from the Commandant of the Navy Yard at Charlestown, Mass. Lieutenant Commandant Wilkinson, to send them to this Ship as early as possible. The Contract will be put in place at once - I have thought it better to keep the Ship here, rather than send her to the Navy Yard at Boston, if you should direct, She can be more speedily gotten to Sea, and there will be less risk of Vexation of any of the crew.

I submit herewith for a part of the Officers, with the remark that I consider that Constellation will be lightened in Stability the two guns upon her upper deck at the Quarters were removed on being - these guns are of great weight, and from their location above the Water and Strength in cutting the Ship, when the Port is open on either side. The range of these guns is reported to be of little value, and they may be landed in a very short time.

I have ordered Lieutenant James

U. S. Ship Constellation
At Sea - July 15th, 185

It is with extreme regret that I find my
compelled to report to you the entire ineff
ency of this ship for all purposes of a man
and I have besides very serious doubts as to
efficiency in her present situation - even
ry us across the Atlantic with safety.
of underweigh this evening from Nantas
at 6. P.M. and up to this hour (10 Oclock) I h
d the ship as closely as possible.
wind has been a moderate royal breeze, the
erfectly smooth, and during the whole time, t
has been more on her side than any vessel th
e ever sailed in under any circumstances
. -
amined her guns closely, and those to leeva
perfectly satisfied would not have thro
t but what would have struck the water
te distance of three hundred yards, whilst
to windward with the greatest depression
you could have given them, would hav
over the lowermast head of any ship at six
dred yards distance. Under these circumst
have no hesitation in advising you to return
Ship to Port

I am Sir your obedt
very respectfully
Jno. Pk. Heath

To
The Officers
Commd. U. States African Squadron

Perhaps, by putting in her hold some fif
tons more ballast the ship may be ma
efficient - but of this I have very great d
When I joined her I was informed that sh
eighty tons of ballast; on examination of th
I have found that the ship was not lad
with provisions - and made requisitions which
her up completely, - but in doing this she m
brought down to twenty feet forward and n
aft. - Which is satisfactory proof that the b
in the ship had been badly stowed; from w
I have heard at the Navy Yard, they have t
from this ship, some fifty tons of ballast
to overcome this difficulty, they have re
her masts, and I believe added more water t
which has not at all had the desired effect
As the Pilot, who brought her in, says she
much cranker now than she was before
My own opinion is, that the battery of thi
is too heavy for her, If her gun deck ha
two pounders instead of the mixed batter
she now carries. I believe that she would b
much more efficient ship.

I have the honor to
Your most obedien
John S. Nich
Commande

Flag Officer
Mas, Inman
Commanding African Squadron
U. S. Ship Constellation

File

J. July 21.

U. S. Flag Ship "Constellation" 18
Stanbucket Roads, Lower Harbor.
Boston, July 18th 1859.

Sir:

I have the honor to acknowledge
the receipt of your letter of the 16th instant, sent
me by Lieutenant Parker, and to report that
[illegible] tons of iron ballast have been placed in
the after body of this ship, which has brought
her into better trim, 5 inches by the Stern. The
[illegible]ch guns on the upper deck are being
moved, and will be replaced forthwith
by 8 inch Howitzers as ordered.

I shall sail at the earliest
practicable moment and will make further
report at Sea, by the Pilot.

I am,
Sir,
Very respectfully
Your Obt. Servt.

Flag Officer,
Comdg U. S. African Squadron.

Hon:
Isaac Toucey,
Secretary of the Navy
Washington

file

9 July 20

U. S. Flag Ship "Constellation"
At Sea, Off Boston Light House,
July 19th 1857.

Sir:

I have the honor to inform you, that the change, you directed to be made, in the arrangement on the upper deck, of this ship; having been completed, she again at Sea.

All diligence, will be used, in reaching Madeira, where further report will be made to the Department.

I am, Sir,
Very respectfully
Your Obedient Servant

[signature]

Flag Officer,
Com'g U. S. African Squadron

Hon.
Isaac Toucey
Secretary of the Navy,
Washington
D.C.

U. S. Frigate Constitution
At Sea, Off Boston Light House,
July 19th 1859.

Sir,

I have the honor to inform you, that the Examination ordered to be made, on the Engine on the upper deck, of this ship; having been completed, she again at Sea.

All diligence, will be used, in reaching Madeira, where further report will be made to the Department.

I am Sir,
Very respectfully
Your Obedient Servant

Thos Crain,
Com'd U. S. Frigate Constitution

Hon.
Isaac Toucey,
Secretary of the Navy,
Washington,
D.C.

July 20. 59

U.S. Flag Presentation
Fourth Cabinet August 15th 1861

[illegible] the Government of the
[illegible] the 10th day of [illegible] the
United States, the Capital and Territories thereof
being here, the Flag of the United States of
America [illegible] the Authority of the United States
there. Stand up for the Flag.

Have Received this Flag to be
made ready for a Public Appearance; I
shall step forward, [illegible] the United
States, and the Flag [illegible] the
United Ships of the Navy.

Which Flag, [illegible] the
Squadrons that may [illegible] the Capes of
Islands, shall at [illegible] and be
found, as much privileged, and [illegible]
after which, then will be presented [illegible]
the Islands, upon [illegible] the Public
Ground. [illegible] that the
[illegible] shall be [illegible]
[illegible], as [illegible] [illegible]
[illegible] days, [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible]

Authorize keeping
her on longer than
is absolutely necessary

(No 1
Sept 10. 54)

(No 3
No 4).

Duplicate.

U.S. Flag Ship "Constellation"
Funchal & Teneriffe August 31st 1854.

Sir:

I have the honor to report my arrival at the Constellation at this port, yesterday, on the 10th day from my departure from the United States Ships and Vessels and Squadron, the Flag Ship "Cumberland" and Flag Officer Lavallette informs me, that he has not received authorities from the United States Govt. I send by her this Dispatch.

I have directed this Ship to be ready for a Cruise, and in the meantime, I expect the arrival of the "Jamestown" from the Madeiras, and the "Marion" from an extended Cruise on the African Coast.

I shall direct all Vessels of this Squadron that may pass the Cape de Verd Islands, to call at Porto Praya, and take on board as much provisions as they can stow, after which they will be provisioned at St Paul de Loando, which is much nearer their Cruising ground. I, therefore, respectfully suggest that the next Store Ship be sent to Loando as soon as practicable, as she will probably require sixty days to make the voyage, and it would be very embarrassing, Should she arrive too late to supply the provisions necessary for the Squadron. I request authority, if necessary, to employ that Store-Ship, after she is unladen, to transport from Porto Praya to Loando such Stores and Moveable property as may remain at Porto Praya, and may not be conveniently brought away by the Cruising Vessels.

The Commander of the Department will
see connect sent via Liverpool, England, b
steamer to the Post Office at the Island of St
So West coast of Africa.

Before my departure hence, I will m
further report to the Department

Sir
I
&c
Your Obedient Servant
Lieut Lieutenant Servant

Wm Inman
Acting
Lieut U.S. Steam Sloop Shenandoah

To Hon.
Isaac Toucey
Secretary of the Navy
Washington
DC

U. S. Flag Ship "Constellation"
Funchal, Madeira, August 31st 1859.

Sir,

The U. S. Sloop "Plymouth" leaves this port to day, for the United States, and I avail myself of that occasion to inform the Department that the Steamer "San Alberto" has not yet made her clearance here.

The Sloop "Marion", Commander Thomas T. Brent, arrived, yesterday, from the Cape de Verd Islands, having made a Cruise on the African coast, which was commenced in January last.

The "Marion" has been, about six teen months on the Station, and was ordered to this port, by Flag Officer Conner, for the purpose of recruiting the health of her Officers and men. From the report of the Surgeon, submitted by Commander Brent I shall direct the "Marion" to remain here, until about the 10th of September, when She will be ordered, to fill up her provisions and Stores at Porto Praya, and return to her cruising on the West Coast of Africa.

I am,
Sir,
Very respectfully
Your Obedient Servant.

Wm Inman
Flag Officer,
Comg U. S. African Squadron.

Hon:
Isaac Toucey,
Secretary of the Navy
Washington

Copied By Flag

U.S. Ship Marion
Funchal Roads,
August 19th 1859.

Sir:

I have the honor to forward the Journal of this Ship under my Command.

I sailed from Porto Praya on the 15th inst. for the purpose of meeting the mail at Porto Grande, where I shall pay a visit on the 21st and the U.S. Ship Portsmouth.

I received from Commander Craven communication dated July 4th, from which I have been known with its enclosures, and in obedience to this order, sailed on the 21st for this Island.

I transmit a duplicate of my letter addressed to Flag Officer Longoni relative to my late Cruise on the Coast, the original by which was left at Porto Praya.

I have the honor to be
Very respy, your Obt. Servt
Edwd. Trenchard
Commander

Flag Officer
William Inman
Comdg African Squadron
U.S. Flag Ship "Constellation"
Funchal Roads.

True copy: H. Tandeau Courcel
Flag Officer's Secretary.

C.S.L.

Done

Sept 19 1859

U. S. Pleas Ship "Constellation",
Funchal, Madeira, August 20th 1859.

No.

Commander Thomas H. Stevens, has reported to me, that the "Marion" is deficient of her proper allowance, Two Lieutenants, One Master, four Midshipmen, One Boatswain, Five Petty Officers, Seventeen Ordinary Seamen, One Landsman and Eleven Marines.

I respectfully request, that you will be pleased, to make good her Complement, by the earliest Vessels Coming to this Station. In the mean time, I have this day detached, temporarily, to the "Marion" Lieutenant Truett Abbot and Midshipman Wilburn B. Hall, from this Ship; the latter to act as Master; subject to Confirmation by the Navy Department.

I respectfully submit, that a full and efficient Complement, of all the Officers and Men, allowed to the Vessels of this Squadron, should be kept up, as it will be, clearly, impracticable, to capture Vessels, unless Officers and Men, Can be Spared to Conduct them to the United States.

I am,
Sir,
Very respectfully
Your Obedient Servant,

Wm Inman
Flag Officer,
Com'g U. S. African Squadron.

Hon:
Isaac Toucey,
Secretary of the Navy
Washington, D.C.

H.B.M. Flag Ship Constellation
Funchal Madeira August 20th 1859.

Sir.

The Master having informed me that he would be four days longer, before he could proceed to Teneriffe, I have thought it right to call a Court of Inquiry on the Ships Books and Papers.

I am
Sir
Your obedient humble Servant
Wm Inman
Flag Officer
Commd H.B.M. Ships and Vessels

[illegible]
Ships 23

[illegible] September [illegible]

To
Lieut. Craufurd
Flag Lieut

XVI

20

U. S. Flag Ship "Constellation"
Pensacola, Florida, August 25th 1865.

Sir

I send inclosed a Copy of a Medical Survey, Condemning as unfit for Service, Fireman Adams, Private Marine, Serving on board the Sloop "Marion". I have ordered him to be transferred to the "Plymouth," for a passage to the United States.

I am,
Sir,
Very respectfully
Your Obt. Svt.

[signature illegible]
Flag Officer,
Comdg U. S. Naval Forces, Gulf of Mexico.

Hon. Gideon Welles
Secretary of the Navy
Washington,
D. C.

Duplicate

U.S. Ship Marion
Funchal, Madeira.
Aug. 20th 1859.

Sir.

In obedience to your order of this date, we have held a strict and careful Survey upon John J. Adams Private Marine, and respectfully report that he is affected with Pulmonary Disease, is unfitted for Service, the probable duration of the disease being uncertain. According to the Statement of Surgeon Mason, there is no evidence that his disease originated in the line of duty.

Very respectfully
Your Obt. Servts.
C. L. Smith
Surgeon
Wm. Mason
Pay Asst. Surg:
H. C. Caldwell
Pay Asst. Surgeon

Flag Officer
H. W. Bruce
Comdg U.S. African Squadron

No 10.

U. S. Flag Ship "Constellation"
Porto Grande, St. Vincent, Cape de Verds.
September 18th 1859.

Sir:

I have the honor to inform the Department that this Ship left Madeira, on the 3d inst. and arrived here on the 10th inst.

I found here, the U. S. Steamer "San Jacinto," Captain William M. Armstrong, who informed me that his fires were lighted, for the purpose of returning to Porto Praya, after supplying his ship with Coal.

The general health in both these Ships is good. I was informed by Captain Armstrong, that Several defects of equipment had existed in the "San Jacinto," as set forth in his letter to the Department of the 20th August last. I found that these had been remedied, except that of the Propeller. I wrote to Captain Armstrong, "that the "San Jacinto" was required for immediate Service, for which, if she was incapacitated in any essential point, he would request an order for Survey - if otherwise, he would prepare and report her ready forthwith." A Survey was asked for, ordered and made, as will appear by the Paper marked A, enclosed herein. The Officers composing the Survey, were familiar with Service in Steamers. Captain Nicholas having Commanded a Naval Steamer, Lieut. McArdnn a Mail Steamer and Master Eastman had Served actively in Steamers - hence their Selection. No Engineers being present but those of the "San Jacinto," None were employed. I have Commanded Several Steamers, and my judgement confirms the report of the Surveying Officers, that

- with

with judicious management, the "San Jacinto" may perform the Service, usual on this Station, at least until the pleasure of the Department may reach me. And having submitted the case with all the light I can throw upon it, I have sent that Vessel on the 14th inst., first to Porto Praya, to fill her water and provisions, give charge of the Stores to Mr. C. A. Binnie, Naval Store Keeper to relieve Mr. Morse; after which to make, via Monrovia and Princes Island, a cruise down the West Coast of Africa, as far as St. Paul de Loando, where she is to land Mr. Binnie, that he may prepare, to receive the Coming Store Ship. The San Jacinto will, thereafter, cruise on the West Coast of Africa South of the Equator, especially in the vicinity of the Congo river, which is supposed to be most frequented by Slavers.

The Sloop "Portsmouth," is now cruising on that Coast, by order of Flag Officer Bonner, and I have directed her, to continue to do so, having provided, the proper intermissions, for supplies and for recruiting health, at other Ports.

I have directed the "Marion," to be at Monrovia not later than the 15th inst.; to touch at this place for mails, fill provisions and Stores at Porto Praya, Water at Princes Island, and resume her old (and successful) cruising ground off the Congo.

Having been informed by my predecessor, that the "Vincennes," was ordered to be at Porto Praya, from the 1st to the 15th of October next, I have sent thither, orders for her, by the "San Jacinto." I am advised, that by the 1st of November next, the "Vincennes" will have been two years at Sea. I have provided for her accordingly, and will remain here, with this Ship, until the arrival of the next mail Steamer from England, due 20th instant, in expectation of orders to send the "Vincennes to the United States. I shall sail for Porto Praya, there fill up provisions, and leaving orders for any vessels that may arrive, shall proceed to Monrovia, engage Bloomout, thence watering at Princes Island, cruise down the line of Coast, observe the movement of the Squadron, near the Congo, and arrive at St. Paul de Loando, in time to complete arrangements, for receiving the Store-Ship.

I found the "San Jacinto" with a full complement of Officers, and on the 13th instant, transferred from her, to this Ship, Midshipman Norman H. Farquhar, to make good, to some extent, the place of the Officers supplied to the "Marion" at Monrovia.

I have put the Agency for the Coal of the United States, at this place, upon a more responsible footing, the details of which I have furnished to the Bureau of Construction and Equipment.

I submit enclosed a copy of report of the Chief Engineer of the "San Jacinto" to Captain William Mc. Armstrong.

I have to report that your letter of May 2d, 1859, and duplicate, dated May 24th 1859, both addressed to Flag Officer Bonner, have reached me since his departure for the United States.

The Portuguese Governor General of the Cape de Verd Islands, Sebastião Lopes de Calheiros & Menezes, has just arrived at this port, via, Island of Brava, from Porto Praya. I called on him, and he informs me, that Mr. W. H. Morse, late Naval Store-keeper at that port, has informed him, that Mr. Morse, has received a letter, from Mr. Linstager, the Coal Agent, at the Island of Fernando Po.

Steamer

U.S. Steamer "San Jacinto"
Porto Praya, Sept. 11th 1859

I have the honor to acknowledge your order of this

This Ship is in every respect ready for sea with the exception of the propeller wearings, which is nothing more and more daily, as the application made and answered in order of this day I request a Survey be

I trust, Sir, you will pardon me when I state that it is absolutely impossible to make a proper on the propeller until the Ship is docked, as it is not perfect under water and as Captain of the Ship you may imagine that, should it give way, I have a responsibility laid on me, as the Canaries to Bahia Water, and has to depend on her Sails, where could she bring at least Certainly not in this direction but perhaps it had good luck.

I am Sir
Very respectfully
Your Obt. Servt.

Wm. H. Armstrong
Captain U.S.N.

Flag Officer
Wm. Inman, U.S.N.
Comdg U.S. African Squadron.

Ans'd
22 Oct. 59

Hon.
Isaac Toucey,
Secretary of the Navy
Washington, D.C.

Sir,
Your Obt. Servt.

Wm. Inman
Flag Officer,
Comdg U.S. African Squadron.

stating that the Spanish Government authorities, at
that Island had forbidden, any more than one
cargo, of the Coal sent thither, by the Navy Depart-
ment, to be Landed. The Governor thinks, the other
cargoes, have been sent elsewhere, by the Consignees
and, His Excellency, on the part of the Portuguese
Government, proffers to the Navy Department, the use
of the Island of St. Thomas or Princes Island, both
near the Equator, and not distant from Fernando Po,
to be used for receiving, storing and delivering Coal
for the use of the Squadron. Before my arrival at
Porto Praya, I will hear more exactly, from there
shore, and advise the Department accordingly.

The Mail Steamer has arrived from England
without bringing any Despatches, or orders from
the Department, relative to the return of the
"Wyandenne" to the United States, therefore, should
I not meet her at Porto Praya, I shall be agreeable
orders, for her to fill, provision and Water there,
to call at this port, for the Mails of the Squadron
by the Steamer to arrive on the 20th October, next
After which she will proceed to St. Paul de
Loando, cruising for Slavers by the way.

Hence forward, I shall expect the Com-
manders of the Department, at St. Paul de
Loando, being brought by British Mail Steamer
via Liverpool to Fernando Po, as advised in
my letter of 8th August, sent by the "Cumberland"
Sloop of War, of 20th August sent by the "Plymouth"
both from Madeira.

I am, Sir,
Very respectfully
Your Obt. Servt

Wm. Inman
Flag Officer,
Comdg U.S. African Squadron.

Hon.
Isaac Toucey,
Secretary of the Navy
Washington, D.C.

U. S. Flag Ship "Constellation"
Porto Grande, St. Vincent, C.V.I.s
September 12th 185[illegible]

Gentlemen

Captain William H. Armstrong, commanding the U. S. Steamer "San Jacinto", has reported the Propeller bearings of that vessel to be in a condition unsuitable for long service. You will hold a Strict and Careful survey upon Such Propeller bearings as far as you may be able to do so; And you will report to me, in Triplicate, the results stating if the Propeller, as now fitted may be further used, and if so for how long a time.

Very respectfully
Your Obd't Serv't

[signature]
Flag Officer
Commd'g U. S. African Squadron

Captain John L. Nicholas, U. S. N.
Lieutenant W. McClintock Brown "
Master W. W. Eastman "

U. S. Steamer San Jacinto
Porto Grande Sept. 18th 1859

Sir

Agreably to your order we have held a strict and careful survey on the stern bearing of the propeller shaft of this ship, as far as we could investigate a thing entirely excluded from our sight; we have therefore been compelled to form our opinion from statements made to us by Chief Engineer Faren, and from the chippings which have accumulated during the passage from New York to Porto Praya, and from Porto Praya to this place.

We find that the chippings collected during twenty-two days have amounted to about twelve pounds.

We find also, that the chippings increased during the run from Porto Praya to this place, although the casing was freely supplied with an injection of black lead and tallow, and a stream of water kept running on the stuffing box and brass, which we attribute, to her being run against a strong head wind.

We cannot under the circumstances come to any conclusion, as to the length of time the bearing will last, as it depends entirely on the use that is made of the engines. We think that taking into consideration the mildness of the wind and sea, that with judicious management of the engines the ship will be efficient for nine months service on the Coast of Africa.

John Lenthalan Capt'n
W. McClintock Lieut
W. W. Eastman Actg. master

Approved

[signature]
Flag Officer Commd'g U. S. African Squadron.

U. S. Steamer "San Jacinto"
Porto Grande
Cape de Verdes Islands
September 3. 1859.

Sir:

I respectfully report that the cuttings in the Stern bearing for the Propeller Shaft which exhibited itself in New York, continued during the entire voyage from New York to Porto Praya, and although it has received great attention since to stay, that the cutting increased considerably on the passage from Porto Praya to this Port, Porto Grande.

I am respectfully
Your Obt. Servt.
(Signed) John Mason
Chief Engineer U. S. Navy.)

Captain
Wm. M. Armstrong, U. S. N.
Commg U. S. Steamer,
"San Jacinto"
Porto Grande
Cape de Verdes Islds

True Copy.)
A. Vanden Heuvel
Flag Officers Secretary.)

[redacted]

No 11

U. S. Flag Ship "Constellation"
Porto Grande, St Vincent, Cape de Verds
September 22d 1859

Sir:

Since closing my Dispatch of the 18th instant, the U. S. Steamer "Sumter", Lieutenant Commanding James F. Armstrong, appeared in the offing 10 days having communicated by signal, she is now in this port.

Her Commander reports having made a successful Voyage of Fourteen days from New York. Her Officers and Crew are well, and although she encountered a Smart Gale she did not lie to, and will be in Condition for Service. As soon as those are made, she will be promptly supplied with Coal, and sent to Porto Praya for provisions and Water, which having received she will proceed on Cruise on the West Coast of Africa. Lieutenant Armstrong informs me that the "Mystic" Sailed just before him, and as she will probably pass in sight of this port, I shall await her coming a few days, as she brings the Dispatches of the Department.

I will report further by the Steamer hence the 23d October next.

I am, Sir,
Very respectfully
Your Obt. Servt.

[signature]
Flag Officer.
Cmdg U. S. African Squadron

Isaac Toucey
Secretary of the Navy
Washington, D.C.

None
29 Oct 59

J. Oct 24 59

U. S. Flag Ship "Constellation"
Porto Grande, St. Vincent, Cape de Verds.
October 1st 1859.

Sir.

I have the honor to inform the Department that on the 24th Ult: the U. S. Steamer "Mystic", Lieut: Com[d]r William E. Le Roy, arrived off this port and was signalled by this Ship. She has had a successful voyage of 19 days from New York, having experienced a strong gale without damage. Her Officers and crew are well.

The "Mystic" and "Sumpter" have been supplied with Coal, inspected and sent to cruise on the West Coast of Africa.

I have to acknowledge the receipt of your letter of the 4th August last, ordering the trial by General Court Martial, of 3d. Assistant Engineer Henry C. Victor, of the "San Jacinto", upon Charges to be based upon written reports and Statements sent therewith.

In accordance with the Circular of the Navy Department, dated May 6th 1839, I transmit herewith my first monthly Copies of the orders and instructions issued to the Commanders of the different Vessels composing the Squadron under my Command; having no violation of, or departure from them to report.

The "Constellation" will sail to-morrow for Porto Praya and the Coast of Africa. Her Officers and crew are all well.

I am,
Sir,
Very respectfully
Your Obt. Servt.
Wm Inman
Flag Officer
Com'g U. S. African Squadron

Hon.
Isaac Toucey
Secretary of the Navy
Washington, D.C.

Copy.

U. S. Clay Ship "Constellation"
Boston Lower Bay, July 15th 1839

Sir:

You will proceed with this Ship, under your command, to Funchal in the Island of Madeira, taking care to fall in with the land to Windward of that Port. You will be pleased to direct the Master to furnish my Cabin with a good Chart of the Atlantic Ocean, and that he mark thereon the Ship's place, often as the same is determined. You will use all diligence in reaching your destination, having regard to prudence in running down it. You will cause me to be informed, when any land shall be discovered; also if any Vessel of War shall come within Signal distance, and of the proximity of any suspicious Vessel, or of any by which it may be convenient or desireable to send Dispatches to the United States.

Whenever you may desire to confer with me upon any point of duty, you will be pleased to inform me.

Very respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Clay Office,
Comg U. S. African Squadron.

Capt Nicholas
John S. Nicholas
Comg U. S. Ship "Constellation".

True Copy. H. Madan Howard
Clay Office's Secretary

9. 20th 26. #4

H. M. S. Flag Ship "Constellation"
Funchal, Madeira, September 3rd 1845.

No. 11.

Sir,

I have the honor to inform you that the "Constellation" sails hence, on the 4th. Instant, for the Cape de Verds.

I have therefore to request you will observe the 7th. Article of the General Orders for the Government of the Squadron.

I am,
Very respectfully
Your Obt. Servt.
Signed, Jno. Gwinn
Flag Officer,
Comg U. S. African Squadron

Captain
John S. Nicholas
Comg U. S. Ship "Constellation"
Funchal Roads.

Duo Copy. A. Vanden Heuvel
Flag Officer's Secretary.

U. S. Flag Ship "Constellation"
African Station, July 30th 1859.

Sir:

In the performance of the Service that may be assigned to the Vessel under your Command, on the African Station, you will be careful to observe and comply with the instructions which follow until otherwise ordered.

The United States are desirous to suppress the Slave trade, and have declared it piracy. They have come under specific stipulations, in a treaty with England upon that subject. The object which the two Governments have in view, and the mode in which they propose to accomplish it, will be perceived from the plain language of the 8th Article of that treaty, which is copied below. You will strictly observe this Stipulation, and preserve inviolate the pledged faith of your Country upon this point. To enable you to understand fully and precisely, the views of your Government upon this delicate subject, you will pay particular regard to the following suggestions.

The Government does not acknowledge a right in any other Nation to visit and detain the vessels of American citizens engaged in commerce. The flag which the Vessel wears is prima facie although it is not conclusive proof of Nationality, it is a mere emblem, and it loses its true character when it is worn by those who have no right to wear it. Any vessel that displays the American flag claims to be an American, and, therefore, may be lawfully boarded and examined by an American cruiser, if there be any circumstances attending her to justify a suspicion that she is not what she professes to be. But this privilege does not extend to the cruisers of any other Nation. The United States do not claim, that the mere hoisting of their flag, shall give immunity

immunity to those who have no right to claim it. Such a pretension would subject that flag to degradation and dishonor; because it would make it a cover for piracy and other crimes of similar atrocity. But, their own Citizens, who rightfully display it, are entitled to absolute immunity and protection. You will therefore at all times be prompt to prevent the detention of Vessels of the United States, on the high Seas, in time of peace, by the armed Vessels of any other power. Should a Vessel of the United States, falsely assume the flag of any other Nation, it will constitute no protection. You will, however, in all such cases, where from information or appearances, you have just reason to believe that the flag of another Nation has been falsely assumed by an American Vessel, proceed with great care and caution. If it be ultimately made to appear, that she is a Vessel of the United States, the Case will be free from any difficulty or embarrassment. But, if on the other hand, she is in fact, a Vessel of any other Nation, then you have no right whatever, to arrest, detain, board, search or examine her, or divert her from her course. The authority to do so depends upon her National character, whatever appearances may be, or whatever may be your information of her character. You will therefore, in all cases of apparently well grounded suspicion, proceed with great consideration and caution, in order to guard against mistake. You may approach the Suspected Vessel, and speak with her, showing your own flag. You may require her to display her flag; if she refuse or omit it to do so, You may discharge towards her, a gun loaded with blank Cartridge only; if she still refuse or omit to display her Colors, you may discharge a shotted gun, pointing it

so not to hit or endanger her. If she display the flag of a Foreign Nation, you can proceed no further, except upon apparently well grounded suspicion of fraudulent assumption of foreign Colors, and then at your own responsibility. In such case it would be a reasonable cause, with due notice of your intentions, to send a boat alongside of her for Verification of her Nationality. If she exhibits the requisite authentic documents, to establish her foreign Nationality, you will neither board her, nor detain her, nor enquire into her commercial operations, nor exercise any authority over her; and if your course has been reasonable, both with regard to the extent and manner of verification, any Claim of indemnity, for detention or interruption of the Voyage, especially where the fault lies with her, will be nominal or of little account. You will note the circumstances upon her papers if requested, and in all cases as far as practicable, at the earliest opportunity, to report the facts to the Officer Commanding, for the information of the Government of the United States, that they may be communicated to the Government of the Country to which the Suspected Vessel belongs.

In Stipulating with England, to keep a Squadron on the Coast of Africa, the United States permit to give to all the World an assurance of her determination and ability to protect her own flag against abuse, and thus remove all pretext for any interference with it by any other Nation. England accepted this Stipulation as satisfactory, so far as she was concerned; and, therefore, she has no reason, and perhaps no wish, to invade the rights of the United States in that respect.

These views of the Government of the United States, are furnished for your guidance in executing the duty assigned you, and in case of Co-operation, should such take place, with British

— Cruisers

cruisers. It is desireable that a vessel of a commerce fairly the Citizens, whether of your own, or of other
Nations should, if possible, cruise in company with, in their lawful pursuits. The cunning of
with a vessel of the other, so that each might be aware is constantly forming new disguises to elude
be in a condition to assert the rights and free- tion, and escape the consequences of his crimes.
- sent abuse of the flag of its own Country. In the time of these devices it may be useful to call your
may all just ground of difference or collision between. It is not to be supposed that vessels des-
would be armed, while the harmonious mind for the slave trade, will exhibit any of the
- operation of the two Powers will go far to prevent arrangements for their traffic. They will be
- sure the full accomplishment of the Commercial care to put on the appearance of honest
object, in the suppression of the slave trade. ders, and to be always prepared as if in pursuit
It is to be borne in mind, that while lawful Commerce. It is their practice to run into
the United States sincerely desire the suppression of the river or inlet, make their bargain with the
- ion of the slave trade, and design to cooperate for, dispose their handcuffs and other
their power, in good faith, for the accomplish- things calculated to betray them, and then sail on
- ment of that object they do not regard the sensible trade Voyage to some neighboring port.
success of their efforts, as their paramount the appointed time they return, and as the slaves
interest, nor as their paramount duty. They are then ready to be shipped, they are taken on
not prepared to sacrifice to it, any of their rights and without delay, and the Vessel proceeds on
as an independent Nation, nor will the object Voyage. Thus, the slaves do not carry within
in view, justify the exposure of their own people themselves any positive proof of their guilt, except
to injurious and vexatious interruptions in the fore they reach the Coast, and after they leave
prosecution of their lawful pursuits. Great with the slaves on board. Nevertheless, there
Caution must be observed on this point. are various signs and indications, by which their
character may be conjectured. Among
There is reason to believe, that the these are—
flag of the United States has been often, and 1st. Double sets of Papers. It is well known that
continues to be, used to cover the traffic in false papers may be easily obtained at very little
and it is supposed that no good Citizen of the cost. No Vessel engaged in lawful Commerce
United States, will complain that a Cruiser requires them.
of his own Country, acting upon well grounded 2nd. An unusual number of Water Casks, or Tanks,
suspicion, visits his Vessel, in order to ascertain sufficiency of Provisions beyond what the ostensible
his true character. But, he is, nevertheless, not voyage would require, and other preparations or
be exposed to unnecessary and vexatious arrangements not usual in the trade in which
tentions, nor to any harsh or uncivil treatment the Vessel professes to be engaged.
On this point, I am sure, I need not give you 3rd. The Log Book should be particularly
any instructions. While, therefore, the utmost examined. It is understood to be a common
vigilance is to be exerted to detect fraud, practice among slaves to keep two Logs, one
great care must be taken, not to interrupt, representing

— innocent

representing the true route, the other a fa
one. By exhibiting the false log, they repre
themselves as having been in positions, m
would not expose them to the suspicion o
Slave trading. this fraud may be easily
-tected by judicious questioning.
4th. The shipping list may afford strong
presumptive evidence upon the Subject.
consequence of the great exposure, hardsh
and hazards of the Slave trade, the wages
sailors engaged in it, are much higher tha
are paid in any regular or lawful trade
and of course, it may be reasonably infer
that a crew of unusual number, and ship
at prices extravagant, are not destined for
any usual sea duty.
5th. Consular Certificates are often forged
and in lieu of the proper Consular Seals,
impression is made with an American
dollar. These are only a few of the devices
which the Slave trader resorts. In calling
attention to them, I have only in view to im
you with a deep sense of the artful chara
of the adversaries with whom you will
to deal, and of their reckless disregard
all truth and honor, as well as of law
humanity. Nothing but the utmost vigil
and caution, will enable you to detect
them. I have no doubt your own observa
and sagacity will soon discover other
-trivances for deceiving and escaping
and I have as little doubt that you
apply, promptly and efficiently, the
means of defeating all such attempts.
service in which you are about to
engaged, requires the greatest prude
and the soundest discretion, and I

Confident

ly upon your zeal.

I am,
Sir,
Very respectfully
Your Obt. Servt.
(Signed) Wm Inman.
Flag Ship,
Comdg U.S. African Squadron.

Extract from the Treaty between the United States and Great Britain, concluded in duplicate at Washington, on the Ninth day of August A.D. One thousand eight hundred and forty two.

Article VIII.

"The parties mutually stipulate, that each shall prepare, equip and maintain in service, on the Coast of Africa, a sufficient and adequate Squadron, or Naval force of Vessels, of suitable numbers and description, to carry, in all, not less than Eighty guns, to enforce separately and respectively, the laws, rights and obligations of each of the two Countries, for the suppression of the Slave trade; the said Squadrons to be independent of each other; but the two Governments stipulating, nevertheless, to give such orders to the Officers Commanding their respective forces, as shall enable them, most effectually, to act in Concert and Co-operation, upon mutual consultation, as exigencies may arise, for the attainment of the true object of this Article; Copies of all such orders to be communicated by each Government to the other, respectively."

True Copy A. Vanden Heuvel

Copy.

U. S. Flag Ship "Constellation"
Funchal Madeira, August 27th 1859.

The following General Orders for the Government of the U. S. African Squadron, heretofore issued, will continue to be observed and obeyed.

A strict and faithful observance of these regulations, and of the existing Rules and Regulations of the Navy, is enjoined upon all Officers and other persons attached to the Squadron under my Command.

Every Commander in this Squadron will adopt a system of internal police for his Ship comprehending whatever may tend to insure her greatest efficiency. He will cause the Watch, Quarter and Station Bills, to be posted according to the prescribed forms, and hung in some conspicuous part of the Ship, whereby the Officers and men may become familiarized to them. He will see that the Etiquette of the Service is duly observed, and will promptly repress any disposition to infractions of the same.

No duties other than those required by discipline and the regulations of the Service, and of the urgency of the occasion, will be performed on Sundays.

The respect and subordination due from the men and officers to their superiors will be as fully expected, and as much enjoined, on shore as on board.

Whenever "All hands" are called to perform any particular duty or evolution, it is desireable that the Commander should be present on deck to see the same properly executed.

Officers will not be absent from their Ships longer than

than twenty four hours, without permission of the Commander.

7. On entering ports where the Flag Ship may be, Commanders will communicate with the Commander in Chief, before communicating with the Shore. No Commander will under any circumstances go up Quarters on shore without his knowledge and Consent. No Commanders in this Squadron will be permitted to carry passengers in his Vessel, except in cases of Urgent necessity, without the leave of the Commander in-Chief.

8. Full and Complete returns, as indicated in Circular dated "Navy Department June 10th 18[illegible] will be by a de Commanders and Pursers must govern themselves in accordance therewith.

9. All Officers will observe a close Compliance with the various orders and Circulars emanating from the Navy Department, of which they are in possession and required to be perfectly cognizant.

10. The Captain or Commanding Officer will be careful to require that all the Ordinance Instructions be strictly enforced on board the Vessel under his Command. It is sincerely hoped that every Officer at this day is keenly alive to the importance of strict Compliance with this order.

11. The following Salutes are ordered to be observed among the Officers in boats - Captains and Commanders in passing the Flag of the Commander in-Chief will lie on their oars, all other Officers will top their oars until they have passed. And Warrant Officers will rise in the boats and raise their Caps. Commanders in passing Captains will ease their oars and raise their Caps until the Captain be passed. Fleet Surgeons and Surgeons and Pursers of over twelve years standing will rise themselves in accordance with the Act of Congress Approved August 5th 1854. Lieutenants and other Wardroom Officers in passing the pennants of Captains and Commanders, will lie on their oars - Warrant Officers in passing the boats of Wardroom Officers will lie on their oars. Coxswains of boats will on meeting Warrant Officers salute by raising their Caps - Commissioned Officers they will lie on their oars - to Commanders and Captains they will top oars - to the Commander in Chief they will top oars, stand up and take off their Caps. Officers of Corresponding rank passing in boats will salute by raising their Caps - when boats approach the same ship or Wharf, at or about the same time, the inferior will give precedence to his Superior. Whenever boats are going the same way the inferior will not pass his Superior, unless the urgency of his mission demands it, when he will ask permission to do so. Officers of the Squadron will not fail to extend and reciprocate similar courtesies to foreign Dignitaries and Officers according to their rank, when meeting or passing in boats.

12. A Look Out or Guard Ships will be established in the Squadron, in which Services the Flag Ships will do their portion. One of the Ships of the Squadron will be detailed every morning, whose duty it shall be to board all American Vessels arriving and departing, taking care not to infringe the laws and rules of the port. The Commanding Officer of said Guard Ships will cause a minute book to be kept of his proceedings, and presented to the Commander in Chief at the expiration of his guard.

13. The Flag Ships of the Squadron being the point — Whence

whence all orders and actions emanate, should
in its method, discipline and example, be
perfect as the regulations of the Service will
admit. The Ships of the Squadron will follow
the motions of the Flag Ship, with or without
Signal. Hence, no action can be taken in the
Flag Ship, which might extend to the Squadron
without the knowledge and consent of the
Commander-in-Chief. It will be the duty of the
Commander Commanding the Flag Ship, faithfully to sustain the General Orders for the
dust of the Squadron; while the internal
discipline and efficiency of the Ship, the pre-
-vention of which devolves on him, will engage
his particular care. He will give particular
attention to the order of Sailing, and the
manoeuvres and duties of the Flag Ship to
prevent accident or confusion in the Squa-
-drons. He will direct the Master to mark
position of the Ship daily, in lead pencil,
at the hours of 8 A.M. - M and 8 P.M. on the
of the Commander-in-Chief. The responsibility
of the Commander for the good order in which
and safe navigation of the Flag Ship, will
no respect be lessened should any fault
occur, either from disaffection or neglect
He will note important changes of
weather, especially when in company with
the Squadron. Remarkable occurrences,
sail, all signals discovered by the Flag
and any real or seeming imperfections
the sailing or operations of the other ships
to the Commander in Chief. Upon all
of duty connected with the Squadron, he
Consult him, and communicate to him his
wishes in reference to the Ships under his
Command. When the Flag Ship is cruising

— Separated

from the Squadron, the Commander of
said Ship will command her in the same manner
and with equal privileges as the Commander of
any other Ship in presence of the Commander in
Chief.

All Signals made to, or by the Flag Ship shall be communicated or received by the Flag Lieutenant, who will
enter a book or registry of the same, subject at all
times to the inspection of the Commander-in-Chief
He will furthermore be his duty to report any irregularities
connected with the obeying of Signals made by the
Flag Ship, to the Officer of the Deck, who will communicate the same to the Commander in Chief, or
in his absence to the Commanding Officer on board.

Ordinarily the Flag Ship will be manoeuvred by
signal, that the other Ships may be apprised of the
contemplated evolution, and no steps shall be
taken by the Flag Ship in accordance with said
signal, until the other Vessels of the Squadron
shall have answered it, that an equal chance may
be known to all.

Commanding Officers will energetically strive to
reconcile differences among the Officers, and by
assuring them of a speedy, ample and lawful
redress, prevent that recourse to arms so often
attempted by false notions of honor, and which is
in such variance with the enlightened spirit
of the age. They will impress upon them that
they are the delegated Representatives of their
country, and that its welfare and a love for its
institutions depend upon their honorable, just,
and gentlemanly bearing in Foreign Lands.

Unpleasant and serious difficulties have been
caused

abused by Officers visiting the shore in Foreign
Countries without their proper uniforms. As
there is no good reason for this practice, and
ill results may accrue, not only to the Offic
but to the Service generally, it is enjoined u
the Commanders of Vessels composing this Squa
-ron, to guard against its occurrence.

18. Should it become necessary to report Officers
men for illegal or improper Conduct, it must be
with a formality that will enable the Comma
in Chief to act promptly and advisedly. Such
reports will be made in writing, stating the
of Complaint and all attendant circumstan
that such redress may be awarded as the
may require. Commanders of Vessels will be
held responsible for such reports.

19. The Channel of Communication with the
Department, for all Officers and other persons a
to this Squadron, must be through the Comma
-der in Chief, or in his absence through the
Commanding Officer of the Squadron, and
Communications will only be received from
the hands of the Commanding Officer of the pers
making them.

20. When cruising apart, where a rigid observ
of the foregoing order might by delay, result in
injury to the Public interests, an exception
made. And the Commander of the Depot
apart is enjoined to communicate directly
the Department, information interesting to
fellow Countrymen, as for example, what
may tend to the promotion of Agriculture
Manufactures, or anything relating to our
merce or Foreign political relations; and

—upon

port such communications to me with all ex-
pedient haste. Occurrences antecedent to parting
with the Flag Ship are not embraced in the above
injunction.

Commanders entering harbors and rivers, or when
the vicinity of Islands and Shoals, will cause
frequent Soundings to be made and noted, by
persons competent to the duty, whereby Charts may
in this respect be tested and corrected or eliminated.

All Charts & tables will be closely inspected,
pasted and sent below again, and a report of
such inspection made to the Commander in-Chief
forthwith.

Commanders of Vessels composing this Squadron
will take due notice of the General Order "dated
Navy Department January 23d 1850," Containing
Naval Regulations for the Coast of Africa, a
strict Compliance with which will be required.

No Saleable or dutiable articles shall be landed
from any Ship in the Squadron, or any boats belonging
to the Ships of the Squadron, nor shall such articles be
landed in the United States, without the Consent
of the Commander and the permit of the Custom
House presented to the Commander or Executive
Officer.

Hereafter every Commander in this Squadron is
required upon Complaint being made of any Slaves
or Articles, on board of, or belonging to, his Ship, and
before requesting a Survey upon the same of the
Commander in Chief, or ordering a Survey if absent
from the Flag Ship, carefully to examine himself
the Articles Complained of, and to exercise his

-own

own judgement in determining if a summer ha
necessary; or if the Vessels may not in some
be restored from their damaged condition

36. Commanders are required to subject the
foregoing regulations to the periodical of
Officers under their Command

(Signed) Wm. Inman.
Commander in-Chief.
U.S. African Squadron.

True Copy. A. Van den Heuvel
Flag Officer's Secretary.

U.S. Ship Sloop "Constellation"
Funchal, Madeira, August 21st 1859.

Sir:

I have been furnished by Flag
Officer Inman with a copy of his order to you,
dated July 4th 1859, directing the "Potomac" to
cruise on the South West Coast of Africa
off St. Paul de Loando, from the 1st to the 15th
of October next. I send this by mail steamer
Prince to that port.

At these Ships will sail from the
United States, for St. Paul de Loando, about
the 1st of September. She will probably arrive
before the provisions of the "Potomac" are
exhausted. You will, therefore, continue to cruise
South of the Equator as directed by your orders of
the 4th of July, more especially about the mouth
of the Congo River. It is probable you will fall
in with the Flag Ship. You will return to St.
Paul de Loando before your provisions are too nearly
exhausted; and in the absence of the Flag Ship,
of further orders, you will fill up your provisions
and after remaining a reasonable time, having
due regard to sanitary precautions, you
will resume your cruising on the South Coast
between the Equator and St. Paul de Loando,
which port you will visit for further instructions
not later than the 1st January 1860.

You will take all suitable occasions
to perfect your Officers and Crew in the exercise
of the arms, and at their other Stations. Your
Ship will be rigidly inspected by the Com-
mander-in-Chief, on the first suitable occasion.

The utmost care should be taken
in regard to the health of your Ship's Company,

which will be much improved by exercise, cleanliness, ventilation and ~~[illegible]~~ work.

You will avail yourself of convenient opportunities to make written reports of your proceedings, addressed to me at Loanda.

I am,
Very respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer,
Comdg U.S. African Squadron

Commander
John Collins
Comdg U.S. Ship "Portsmouth"

True Copy. A. Van den Kerchove
Flag Officer's Secretary.

U.S. Flag Ship "Constellation"
Funchal, Madeira, September 3rd 1859.

Sir

You will take on board water and provisions in readiness to sail by the 15th instant, by which time it is probable, that the health of your ships company will be sufficiently recruited.

On or before the 15th instant, you will proceed with the "Vincennes" to Porto Grande St. Iago, Cape de Verds, where you will take on board the Mails for the Squadron, and having done so, with the least delay possible, if no public duty of importance requires your presence at that Port, you will sail for Porto Praya. There you will fill as much provision, water and other necessaries on board, as you can stow. You will be pleased to leave at Porto Praya, in charge of some proper person, any Mail matter, not otherwise ordered, for the "Vincennes" soon to arrive there. If there be no necessity for longer delay, you will proceed on a cruise down the West Coast of Africa, touching at the principal ports South of the Equator. If necessary you will fill up with water at Princes Island; and if your presence is not needed longer at those or other ports South of the Line, you will make the best of your way South, and resume your old cruising ground on the Congo River.

When a convenient occasion may present itself, you will inform me of your proceedings, addressed One of the United States Consul at St. Paul de Loanda and you will enquire at such ports as you may visit for Communications from me.

It is desireable that at least one of

the Vessels of the Squadron shall be consta[ntly] Copy.
cruising in the Neighborhood of the Congo, a[nd]
when the "Marion" is about to require a Sup[ply]
provision, or to be visit for health, you will a[rrange]
to arrange with the Commander of one of the
of the Squadron, whose Ship may happ[en]
please. This being provided for, if practic[able]
can visit St. Paul de Loando by, or before
1st of January 1860. On your arrival there
you not find the Flag Ship no instruc[tions]
you will fill provisions and Water, and
remaining not more than three weeks.
will make a short cruise to the Congo,
-ing to St. Paul de Loando by the 1st of
with a view to receive orders to return
United States.

The objects and purposes of your
are fully set forth in the "General Instru[ctions]
with which I have furnished you, to
Contain a Copy of the Eighth Article
Treaty between the United States and
Britain, for the Suppression of the Slave
and I confide to your discretion to m[ake]
such deviations from the tenor of this
as may be necessary to comply with the
instructions.

I am,
Very Respectfully
Your Obt. Servt.
(signed) Wm. Inman
Flag Officer,
Com'g U.S. African Sq[uadron]

Commander
Thomas W. Brent
Com'g U.S. Ship "Marion"
Funchal Roads.

True Copy } H. Vanden Heuvel

U. S. Flag Ship "Constellation"
Funchal, September 3d 1859.

Sir:

You will fill up with Coal, Wood and
with the least delay possible, immediately
after which you will proceed to Porto Grande, St.
Vincent, Cape de Verd Islands, where you will, with
equal diligence, fill up Coal only, receive the mails
for the Squadron, and depart for Porto Praya,
lose no time in filling your Water; and you will
take on board as much provision as you can stow.
You will inform yourself if the "Vincennes" has
called there since the 1st of June last - if she has
not, you will be pleased to leave, in charge of some
one per person, any letters or despatches you may
have for her; but retain them if the "Vincennes"
has been there since that time. You will of course
take from Porto Praya all other mails for the
Squadron. You will thence proceed to Monrovia
and there take on board the Kroomen allowed
your Vessel, not more nor less than a full crew
your Launch and one other smaller boat. Your
Kroomen will be rated for pay as follows - viz -
Head Krooman, as Landsman, 2d Krooman as 1st
Cap boy; the remainder as 3d Class boys. Making
little delay as possible at Monrovia, You will
proceed to Prince Island where you will fill up
your water, losing no time therein, and immedi=
tely pass South to the mouth of the Congo. Where
you will cruise until further orders, or until it is
necessary to fill Coal or provisions, for which you will
proceed to St. Paul de Loando, where you will
find the Flag Ship or further orders.

You will when convenient inform me, by
letter, of your proceedings, directed to the care
the United States Consul at St. Paul de Loando.

You will always be guided by my General
Instructions, containing a Copy of the Eighth
of the Treaty between the United States and
Britain, for the Suppression of the Slave trade
furnished you. To this end you will keep
vigilant Look out from hence all along the
Coast of Africa.

I am,
Sir,
Very respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer,
Comg U. S. African Squad

To the
Commanders,
of the U. S. Steamers or other Vessels
arriving from the United States
for service in the African Squadron.

Note.

I suggest to you to recommend to you
to stop as many Nations as possible, in order
they may have money, with which to purchase
provisions on the Coast.

True Copy W. Van den Heuvel
Flag Officers Secretary.

No. 1.

U. S. Flag Ship Constellation
Madeira, September 3d 1859.

Sir,

I desire to have Very generally manifested throughout our Country to celebrate annually by a Thanksgiving Religious Festival. It is expected that the Squadrons of Ships of the United States will take part in it. The last Thursday in November has been set apart for this object.

I therefore recommend that the Commanders, Officers and Crews of the African Squadron, will unite, on that day, with our friends at home, in this Yearly tribute of gratitude and thanks to the Supreme Ruler of Events, for the benefits conferred upon us and our Country.

This Order will be made known to the Ships of the Squadron under my Command immediately after Muster, on the Sunday preceding the last Thursday in November, & on the Quarter Deck of each of the Vessels of the Squadron under my Command.

I am,
Very Respectfully
Your Ob't. Servt.
(Signed) Jno. Faunce
Flag Officer
Com'd'g U.S. African Squadron

True Copy. A. Vanden Heuvel
Flag Officers Secretary

U. S. Flag Ship "Constellation"
Porto Grande, September 14th 1859.

Sir:

You will on receipt hereof, fill up all provision and Water that the "Vincennes" can stow. You will take such other needed Supplies as may be stored at Porto Praya. During the time thus employed, you will so place your Ships and employ your Ships Company, that neither may be liable to injury, by reason of the insecurity and unhealthiness peculiar to Porto Praya at this season. You are probably justified in expecting an order to return with the "Vincennes" to the United States. Should you receive such an order you will obey it, first leaving for me a copy of such order, and your detailed report of the service of your Ship, under your last instructions from Flag Officer Conover. These, with all other usual and proper reports, you will send by some current Mail Steamer to St. Paul de Loando, addressed to me, care United States Consul, or by other Mail Steamer to Fernando Po. If, however, you receive such authority to return to the United States, or officially credible detailed intimation of the same, by the time your Ship is entirely filled up, unless the Mail matter for the Squadron, by the last Steamer due from or England at Porto Grande, has been received at Porto Praya, or is known to have gone forward to that port, you will proceed to Porto Grande, receive such mails, and wait therefor, not over or about ten days — then you will proceed to Monrovia, where you will discharge your Steamers, and if you first fall in with one of the Steamers, "Mohican," "Sumpter" or "Mystic," when you will transfer if willing to serve further their Quota of Steamers

— Sufficient

U. S. Flag Ship "Constellation"
Porto Grande, September 14th 1859.

Sir:

You will proceed with the "San Jacinto," under your Command, to Porto Praya, St. Jago, Cape de Verd Islands, always observing your instructions, containing the 8th Article of the Treaty between the United States and Great Britain. As soon as possible after your arrival, you will fill up your provisions, Water and Stores; and after you have performed the required service at that port, you will again receive as passengers, Mr. Bienie and his Clerk, and proceed to Monrovia, West Coast of Africa, where you will take on board the Recruits, in numbers sufficient, and no more, to man, fully, your Launch and one Smaller Boat. They will be rated for pay, as follows viz. One Seaman, as Landsman, 2d Seaman as 1st Class boy and the remainder as 3d Class boys. After retaining only boys enough to effect this, you will proceed to Prince's Island, where you will fill up Water with all diligence. This being done you will proceed to cruise, continuing Southerly along the Coast, at a proper distance, to intercept Vessels, which are supposed to frequent the mouth of the Congo river. All this part of the Coast you will watch with especial care. Continuing your cruise you will make your way leisurely to St. Paul de Loando, where you will find Mr. Bienie, the Store keeper, and his Clerk. You will there fill your Coal (in Store there) and Water and Supplies as you may procure, for which a week's time should suffice. You will then cruise Northward to the mouth of the Congo, and its neighborhood, which position, (unless temporarily called off in chase) you will retain until nearly exhausted

sufficient to man fully their Launch and [illegible] Smaller boat. You will also furnish to the [illegible] -mander of such Steamer the rates of pay [illegible] Boatmen, corresponding to the order for [illegible] Winnemes." Having thus landed or transf[illegible] your Recruits, you will proceed to Prince's Island where you will fill Water, and [illegible] four days refresh your Ship's Company, [illegible] which you will proceed on your cruising [illegible] the Coast) to St. Paul de Loando. On your [illegible] whole passage from Porto Praya, you will be guided by the General instructions [illegible] you by Flag Officer Conover, and you will [illegible] especially vigilant for Slavers in the neighborhood of the Congo, where you may [illegible] with the "Portsmouth," "San Jacinto," "Marion" or Flag Ship. In the latter event, you will on an early suitable occasion [illegible] rigidly inspected by the Commander-in- [illegible] in her exercises with all arms, by her Officers and Crew, as well as their Stations and [illegible] on board and in boats. A report whereof will be made to the Navy Department. Should you not meet me off the Congo, or be otherwise informed by me, through one of the Vessels above named, you will make your way to St. Paul de Loando where you will find the Flag Ship or further orders. In the absence of these you will prepare for your return home, by filling Water, Wood and Provisions, if the latter have arrived, as by expected at that port. You will then await further instructions and your final orders.

I am, Very Respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer Comg U. S. Fleet

Commander
B. F. Totten,
Comg U. S. Ship "Vincennes"
Porto Praya
St. Jago
Cape de Verds.

True Copy. A. Vandenburgh
Flag Officer's Secretary

of fuel, provisions and Water, for which you will [illegible] up-
-town to St. Paul de Loando. In the mean time
will take all convenient occasions to inform
of your proceedings, addressed care of the
Consul, at St. Paul de Loando. It is probable
will fall in with the Flag Ships. You will
look out for the U. S. Ship "Portsmouth," and
you fall in with her, you will be pleased
deliver to her Commander, the letter sent he

You will take all suitable occasions to
your Officers and Crew in the exercise of all
and at their Stations on board and in boa
Ship will be rigidly inspected by the Com
in-Chief, who will report to the Department

The utmost care should be taken of the
of your Ship's Company, which will be m
improved by extreme cleanliness, ventilat
dryness below deck and care in frequ
cleansing beneath the platforms in the
room, and the entire removal of residu
in the bunkers before refilling them.

I am,
Very respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer
Comdg U. S. African Squad

Captain,
William M. Armstrong
Comd'g U. S. Steamer "San Jacinto"
Porto Grande.

True Copy) A. Vanden Heuvel
Flag Officer's Secretary.

U. S. Flag Ship "Constellation"
Porto Grande, Sept. [illegible] 13th 1859.

Sir:

You will give passage in the "San Jacinto" to Porto Praya, to Mr. Edward A. Binnie, Naval Store-keeper and his Clerk.

Mr. Binnie is to relieve Mr. W. H. Morse as Store keeper. You will, therefore, detail the Purser and two Lieutenants of the "San Jacinto" to assist, so as to make a Correct inventory of all the Naval Stores now at Porto Praya. This Service is to be performed with the least possible delay, to which end, You will furnish suitable facilities. After Mr. Binnie shall inform you that the transfer is made, You will deliver to Mr. Morse the enclosed Letter, addressed to him by the Hon: Secretary of the Navy.

Mr. Binnie and his Clerk will re-embark on board the "San Jacinto", to be landed at St. Paul de Loando, Africa.

Very respectfully
Your Obt. Svt.
(Signed) Wm Inman
Flag Officer, Comd'g U. S. African Squadron.

Captain
William M. Armstrong
Comd'g U. S. Steamer "San Jacinto"
Porto Grande.

P. S. As the climate at Porto Praya at this Season is very unhealthy, You will so arrange that the Surveying Party shall return on board by or before Sundown, and I desire that Mr. Binnie and his Clerk be furnished a passage to and from the Ship at Morning and Night. You will be pleased to leave at Porto Praya any Mail Matter for this Ship, the "Vincennes" and the Marion, taking with you any that you find for the other Vessels in the Squadron or about to join it.

Very respectfully
Your

Asst. Surgeon
(Signed) Wm Inman
Flag Officer
Comdg. N. S. African Squad

True Copy Alexander Bonnet.
Flag Officer's Secretary

Copy.

H.M.S. Flag Ship "Boadicea"
Fort Royale, St. Vincent, October 1st 1859.

Sir:

You will fill up all the Coal you can carry in Bunkers and bags, and as dispatch is necessary, you will moor to the Black and White buoy (if vacant) of our Sub-Coal Agents, (Messrs Visger & Miller). The buoy lies in 4 fathoms at low water. If it is occupied you will place your Vessel as near to it as may be desireable. Immediately on your arrival you will inform Messrs Visger & Miller of the number of tons of Coal you require in bulk, stating if you prefer it (sent in bags (which they will furnish free of Cost.) or loose in their bags to be passed in baskets or otherwise. At the same time you will furnish them with all your bags, that are to be filled, which they will do, while you are taking in the remainder. These bags will Contain more if stowed up instead of being tied, You will therefore advise the Agents accordingly, and without losing time cause them to be stowed up on shore by your people. You will use every precaution to prevent taking into your bags or Bunkers Coal dust, as it will not serve - however, as it has been found unavoidable to bring a certain portion to your Vessel, you will cause it to be kept in such a way that you may order a Survey thereon; which you will have done as soon as your bulk Coal is on board. The Report of the Survey must be in "Triplicate, stating the quantity and if it can be used for Steaming purposes." Any such that may be condemned you will have placed as directed in the Circular sent herewith, and thence it overboard in the outer part of the harbor. You will cause one of your Engineers to see this done, which he will Certify on their Report of the Survey. Your receipt to the Agents will include the Coal dust, and the Survey will account for as much as it ~~can be~~ may condemn, as part of your Supplies. It is of much importance to have no residuum left in your Coal bunkers, You will therefore, before Commencing to receive Coal on board,

— employ

you to pay diligently a reasonable time in removing from them any thing that should not remain therein.

The Coal Agents are paid by their own drafts on the United States, based upon your receipts. You will ask of Mr. Miller, the British Consul, any mails that may be here for the Squadron. These and the Coal being received, you will proceed to Porto Praya, and lose no time in filling up with provisions and water. You will also take on board any mail matter for the Squadron that you may be able to find. After this you will proceed direct to Monrovia, West Coast of Africa and there engage and receive your Steersman, not more nor less than a full crew for your launch and one of the smaller boats. They will be rated for pay as follows, viz, the Steersman as Landsman, 2d. Steersman as 1st. Class boys the remainder as 3d Class boys. From Monrovia you will proceed to Princes Island, where you will fill up your water and immediately depart for Clarence Cove in the Island of Fernando Po. You will there receive from Mr. Lindegren, the United States Coal Agent, as much Coal as you may have come for. You will receive the Mails for the Squadron, paying therefor any postage due, keeping an accurate account against the persons to whom packages are directed. If no special objection prevents, and the Mails from England are due within a few days of the time of your leaving to sail, you will wait for them, not exceeding one week.

From Fernando Po, you will proceed to the mouth of the Congo, where you will cruise until further orders, or until it is necessary to fill Coal and Provision, for which you will proceed to St Paul de Loando, where you will find the Flag Ship or further orders.

You will when convenient inform me, by letter of your proceedings, directed to the care of the United States Consul at St. Paul de Loando.

You will always be guided by my "General "Instructions

structions" Containing a Copy of the 8th Article of the Treaty between the United States and Great Britain, for the Suppression of the Slave Trade, herewith furnished you for this end you will keep a vigilant look out, from Sierra along the Coast of Africa.

I suggest to you to recommend to your Crew to stop in many Rations as possible, in order that they may have money, with which to purchase fresh provisions on the East and at the Islands.

You will make (for reference) a note in regard to Porto Praya - St. Jago, Cape de Verds - &c - the rainy season extends from the 1st July to the 15th October - during that time the port is more unsafe and unhealthy than at any other, and requires that Steamers should with their fires banked, and Sail Vessels be so placed as to be able to clear the headlands of the Coast. The Sanitary regulations of the Department applicable to this Station, will also be especially observed.

I am,
Very Respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer,
Comdg U. S. African Squadron

&c.

Commander
of the U. S. Steamer "Mohican"
Porto Grande

True Copy
A. Van den Steinen
Flag Officers Secretary.

Copy.

U.S. Ship "Mississippi"
Porto Grande, October 1st 1859.

Sir:

You will proceed with the "Sumpter" to Monrovia, Africa, where you will engage the Pilot allowed for your vessel, not more nor less than a full Cargo for your launch and one other smaller boat. You will then fill up your water, sufficient for the voyage to Princes Island. Your Shoomen will be rated for pay as follows, viz, Head Shooman, as Landsman, 2d. Shoomen as 1st. Class boy, - the remainder as 3d. Class boys.

From Monrovia you will proceed to Princes Island, touching at Cape Palmas to land the mails, where you will fill up your water, losing no time therein, and depart for Clarence Cove, Island of Fernando Po. You will call upon Mr. Linstagen, the Agent for the Coal belonging to the United States at that place, to furnish you as much thereof as you can stow in bunkers and bags, which you will receive. During the time necessary for this, you will make minute enquiry (without discourtesy to the Agent) as to every details of the Coal sent by the Bureau to the Island of Fernando Po, and you will make to me a written report thereof when you may meet me. You will endeavor to obtain all reliable information that may be proper and useful, as to the disposition of the Authorities of the Island to accommodate the United States Squadron - the healthiness of the port, its conveniences of position, depth and access, its capacity to supply good wood and water, in quantity; with full details of the postal arrangements with England and the Coast of Africa, to include those by Mail Steamers You will then take on board the mails for

- the.

the same date, except those for the "San Jacinto" and "Portsmouth," which you will leave or transfer to the "Mystic," unless she has coaled and sailed, if so, you will bring all the mails, paying therefor; and postage that may be due, taking an accurate detailed account thereof, chargeable to the proper persons. When you shall have completed these purposes, you will return to Princes Island and there, or await the flag Ships at West Bay. Should I have been there and sailed again, you will be pleased to enquire for a letter from me, if none is left containing other instructions, you will proceed to the mouth of the Congo, where you will cruise until further orders, or until it is necessary to fill coal and provision, for which you will proceed to St. Paul de Loando, where you will find the Flag Ship or further orders.

When steaming, except in cases of special necessity, you will employ only a medium power, such as will give a speed probably of five miles per hour, with a consumption of ~~of~~ about five tons per day.

You will when convenient inform me, by letter, of your proceedings, directed to the care of the United States Consul at St. Paul de Loando.

You will always be guided by my "General Instructions" containing a Copy of the 8th Article of the Treaty between the United States and Great Britain for the Suppression of the Slave trade, furnished you. To this end you will keep a vigilant look out from here, all along the Coast of Africa.

I suggest to you to recommend to your crew to stop as many Rations as possible, in order that they may have money, with which to purchase fresh provisions on the Coast and at the Islands.

I am

Very respectfully

Your

Yours Obt. Servt.
(Signed) Wm Lyman
Maj. Gen.
Comg U. S. Forces Sonora

A.A.G. Comg
James F. Armstrong
Comg U. S. Steamer "Sumpter"
Port Grande.

True Copy, Wm Lyman
Maj Gen'l Comdg

(Copy.)

U. S. Flag Ship "Constellation"
Porto Grande, 6 October 1st 1859.

Sir:

You will proceed with the "Mystic" to Monrovia, Africa, and take on board the Firemen allowed for your Vessel, not more nor less than a full crew for your launch and one other smaller boat. You will then fill up Water sufficient to carry you to Princes Island. Your Firemen will be rated for pay as follows Viz- Head Fireman & Landsman, 2d Fireman as 1st Class boy- the remainder as 3d Class boys. Making as little stay as possible at Monrovia, you will proceed to Princes Island, where you will fill up your water, then proceed to Clarence Cove, Island of Fernando Po, where you will call upon Mr. Finstager, the United States Agent, for as much Coal as you can stow, which having received you will take from the Post Office and United States Agent, also from the "Dumpier" if she is there, the mails for the "Portsmouth" and "San Jacinto", paying therefor any postage that may be due, of which you will take an accurate detailed account, chargeable to the proper persons. From Fernando Po, you will proceed to the mouth of the Bonga, where you will cruise until further orders, or until it is necessary to fill coal and provision, for which you will proceed to St. Paul de Loando where you will find the Flag Ship, or further orders.

When Steaming, except in cases of Special necessity, you will employ only a medium power, which will give a Speed probably of five (5) knots per hour with a consumption of about five tons per day.

You will, when convenient, inform me by letter.

letter of your proceedings, directed to the
of the United States Consul at St. Paul de Lo

You will always be guided by my Ge
Instructions", containing a copy of the 8th
of the Treaty between the United States a
Great Britain, for the suppression of the
trade, furnished you. To this end you m
keep a vigilant look out from hence
along the Coast of Africa.

I suggest to you to recommend to
crew, to stop as many nations as possib
order that they may have money, with w
to purchase fresh provisions on the Coas
at the Islands.

I am,
Very Respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer,
Comdg U. S. African Squa

Lieut Comdg
William E. Le Roy
Comdg U. S. Steamer "Mystic"
Porto Grande.

True copy. C. H. Van den Kieuel
Flag Officer's Secretary.

13

[illegible] Inspection Return
[illegible] Station Cobre 26th 1859

[illegible]

Vessel will sail from Station for Baltimore, she must have the return
Certificate of Inspection with her Clearance & Crew list & Ship's
Papers found correct on board, which must be
delivered to the Auth. at the port of destination,
on the Sailed for Inspection at the Custom House,
Baltimore, she must have a Signal Flag at the Main
Mast Head, & Pendant at the Fore Yard Arm,
Steamboat Inspectors will not board Vessels
in the Docks or Harbour of Baltimore, but
will be found in the Office of the Inspectors,
Custom House, Gay Street, Baltimore, where the
Certificate will be issued & Crew list signed,
Vessel to sail within 24 hours after leaving
Port, Penalty for neglect or refusal,
Fine & Imprisonment. Vessel must come
to the Dock with the Mail, & not leave until
[illegible] for Fernando &c.

Captain Marshall Lieutenants Com[d]s Armstrong and Le Roy
Engineers will report to the Inspectors
by the 15th inst., When having complied with
Regulations, and received their Certificates
& Crew list, they will proceed to Port
Royal, and report to Flag Officer Pinkney
for Fernando &c.

Captain Marshall Lieutenants Armstrong and Le Roy
Engineers will report to the Inspectors
by the 15th inst., When having complied with
Regulations, and received their Certificates
& Crew list, they will proceed to Port
Royal, and report to Flag Officer Pinkney
for Fernando &c.

Captain Marshall will receive his Instructions

— &c. &c.

The "Marion" at Gibraltar
June
1st
I have respectfully
your Obt. Servt
Wm Inman
Flag Officer
Comg U. S. African Squadron.

Hon:
Isaac Toucey
Secretary of the Navy
Washington
D.C.

Copy
Her Britannic Majesty's Ships
"Terrible" in the Bay
of Gibraltar March 18th

Sir,

I have communicated to Commodore Wise the receiving your letter of the 14th of August and explaining the circumstances which prevented Commander Mc Blair from communicating with Commodore Wise & from the information desired respecting the capture of the Spanish vessel.

I am glad to learn that there was no intentional slight on the part of Commander Mc Blair and I accept with pleasure the explanation you have had the goodness to send.

For the future, if the usual channels of communication between the Commanding Officers of the Squadrons of Britain & America on their stations of obtaining information on which after proceedings may be taken should apply in writing for that information.

I observe you make use of expressions which may otherwise in your letter be misconstrued into conversations which may either be misunderstood or misrepresented.

I avail myself of this opportunity to express the satisfaction with which I learnt from Commodore Wise that the Commander

— &c &c &c

To,
Flag Officer
U. S. Forces
Commander in Chief
of the United States Naval Forces
On the West Coast of Africa.

Officers of the United States Cruizers when
spoken with by Her Majesty's Ships I am
assured that desire to co-operate with them
which is so necessary for the effectual execution
of the Service in which they are mutually engaged

I have with regret that I have thus
that the proceedings of the Slavers under the
of the United States have become more daring
may mention as an instance that the "Echo"
came down the Congo in September 1858 with
cargo of Slaves ostensibly down under Convoy
detained, the Master knowing that his American
papers would be a sufficient protection against
his capture by a British Cruizer; - and the Com
manding Officer of the Medusa, although
aware from previous intelligence that the "Echo"
was employed in the Slave trade, and from the
sketch which was perceptible when she was
visited, that Slaves were on board, on finding
that her papers were correct immediately let
her to proceed on her iniquitous Voyage.

I assume also that you have received
authentic information as being engaged in the
Slave trade during the last two years under
the flag of the United States amounts to about
one third of those which have succeeded in
shipping Cargoes, seven have escaped capture
by the apparent regularity of their papers.

I trust that these facts will prove to you
that the measures adopted to carry out the
stipulations of the VIII th Article of the Treaty of
the 9th of August 1842 have not been effectual
for that purpose.

I should afford me much satisfaction
if on the constant presence of your Cruizers on the
South Coast, Her Majesty's Officers were relieved
from the difficult duty now imposed on them

of discriminating between the Lawful Trades of
the United States and the Vessels which unscrupu-
lously assume that flag to cover their nefarious
proceedings.

I have the honor to be
Sir
Your most humble & obedient Servant
(signed) Jno. Wm. Young
Rear Admiral and
Commander in Chief

True Copy. E. Hamilton Moore
Flag Officers Secretary

Copy.

United States Flag Ship "Constellation"
Monrovia, October 14th 1858.

Sir.

Flag Officer Conover, my predecessor in
Command of the United States Naval Forces on the
West Coast of Africa, returned home early in
August. Your official letter to him, dated 31st
March last, reached me at Porto Praya on
the 3d instant.

I take the earliest opportunity to
acknowledge its receipt, & to say that
it is not necessary that I should refer
to your courteous remarks upon the incident of Lieut
Commodore Wise and Commander Mc Blain.

The useful suggestions in the preceding
paragraphs of your Communication, have induced
me to inquire into a Circular Order, a Memorandum, of
which I beg leave to enclose a Copy.

The Commanders of the United States
Cruisers on this Station have been repeatedly enjoined
to Co-operate with Her Majesty's Ships wherever it
may be mutually desirable to do so.

I avail myself of this occasion to mention
that four Steamers have been added to the forces
under

No 60 Cont. Jany 10–'60

[illegible] the [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]

[illegible] Sent to me
[illegible] Squadron had [illegible]
[illegible] to our Ports
[illegible] that the "Sun
[illegible] Station
[illegible] and a
[illegible] under which he
[illegible] and shall continue
[illegible] he [illegible] the
[illegible] of the "San Jacinto"
[illegible] which being
[illegible] with the required details, with
[illegible] of the case and circumstances
[illegible] the "San Jacinto"
[illegible] Steamer,
[illegible] Station until I can
[illegible] that I remain
[illegible] Officers and Crews of this Vessel and the "San
Jacinto" are in health.

I am,
Sir,
Very respectfully
Your Obt. Servt.

John Rowan

Flag Officer,
Comdg U. S. Pacific Squadron

Hon.
Isaac Toucey,
Secretary of the Navy
Washington,
D.C.

Copy.

U. S. Flag Ship "Constellation"
Porto Praya, October 3d 1859.

Sir:

If you have not received the instructions which I have left for you at Porto Grande St. Vincent, of this Groupe of Islands, you will fill up Water and provision here without loss of time; After which, if you have Coal enough on board to reach Porto Grande, by Steam alone, making all allowance for head-Wind and Current, of at least one additional day; You will proceed to that port by Steam, and before anchoring there, you will procure from Messrs Vogel & Miller, Sub-Coal Agents for the United States, my instructions left for you with them. You will immediately read and be guided by the Circular Order, herewith furnished to you. Should you not have on board Coal sufficient to Steam to Porto Grande, You will proceed direct to Monrovia, West Coast of Africa, and there engage and receive your Shoremen, not more nor less than a full Crew for your Launch and one other smaller boat. They will be rated for pay as follows, viz, Head Shoreman, as Landsman, 2d " Shoreman, as 1st " Mess boy, the remainder as as 3d " Clap boys. From Monrovia you will proceed to West Bay, Princes Island, where you will fill up your Water and immediately depart for Clarence Cove, in the Island of Fernando Po, You will there receive from Mr. Synslager, the United States Coal Agent, so much Coal as you may have room for. You will receive the Mails for the Squadron, paying therefor any postage due, keeping

an

an accurate account against the persons to whom packages are directed. If no special objection, as far as health prevents, and the mails from England are due within a few days of the time of your readiness to sail, you will wait for them not exceeding one week.

From Fernando Po you will proceed to the mouth of the Congo, where you will cruise until further orders, or until it is necessary to fill coals and provision, for which, you will proceed to St. Paul de Loando, where you will find the Flag Ship or further orders.

You will when convenient, inform me, by letter, of your proceedings, directed to the Care of the United States Consul at St. Paul de Loando.

You will always be guided by my "General Instructions" containing a copy of the 8th Article of the Treaty between the United States and Great Britain, for the suppression of the Slave trade, to be furnished to you by any Vessel of the Squadron having them, and for which you will apply. To this end you will keep a vigilant look out from hence all along the Coast of Africa.

I suggest to you, to recommend to your crew to stop as many rations as possible, in order that they may have money with which to purchase fresh provisions on the Coast and at the Islands.

You will make (for reference) a note in regard to Porto Praya, St. Iago, Cape de Verds, viz, The Rainy Season extends from the 1st July to the 15th October. During that time the port is unsafe and more unhealthy than at any other; and requires that Steamers should lie with their fires banked, and Sail Vessels be so placed as to be able to clear the head-lands of the harbor. The Sanatory regulations of the Department applicable to this Station, will also be especially observed.

You will take all suitable occasions to perfect your Officers and Crew in the exercise of all arms, and at their Stations on board and in boats. Your Ship will be rigidly inspected by the Commander-in-Chief, who will report to the Department the result.

The utmost care should be taken of the health of your Ship's Company, which will be much improved by extreme cleanliness, ventilation, dryness below deck and care in frequent cleansing beneath the platforms in the Engine room, and the entire removal of residuum in the bunkers before filling them.

I am,
Very respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer
Comdg U.S. African Squadron

To the
Commander
U.S. Steamer "Mohican"

True Copy. S. Wainwright Howard
Flag Officer's Secretary.

Copy.

U. S. Flag Ship "Constellation"
Porto Praya, October 4th 18..

Sir

You will on receipt hereof, fill up all provision and Water that the "Vincennes" can stow. You will take such other needed supplies as may be stored at Porto Praya. During the time thus employed, you will so place your Ship and employ your Ship's Company, that neither may be liable to injury by reason of the insecurity and unhealthiness peculiar to Porto Praya at this Season. You are probably jutified in expecting an order to return with the "Vincennes" to the United States. You will receive such an order you will obey it, without leaving for me a Copy of such order, and your retarded report of the Service of your Ship, under your last instructions from Flag Officer Conover. These, with all other usual and proper reports, you will send by the current Mail Steamer to St. Paul de Loanda, addressed to me, Care of United States Consul, by other Mail Steamers to Fernando Po. You, however, you receive no such authority to return to the United States, by the time your Ship is entirely filled up, unless the Mail matter for the Squadron, by the Steamer due from England at Porto Grande 24th October inst., has been received at Porto Praya, or is known certainly to have gone forward to that port, you will proceed to Porto Grande, receive such Mails, or wait therefor, not over or about ten days, When you will proceed

to

at Monrovia, enquire there for orders, and immediately proceed to Port Bay, Princes Island, where you will fill Water and for a few days refresh your Ship's company; after which you will proceed in Cruising along the Coast to St. Paul de Loando. On your whole passage from Porto Praya, you will be guided by the General instructions furnished you by Flag Officer Conover; and you will be especially vigilant for Slavers in the neighborhood of the Congo, where you may fall in with the "Portsmouth", "Lancaster", "Marion" or Flag Ship - in the latter event, your Ship will, on an early, suitable occasion, be rigidly inspected, by the Commander-in-Chief in her exercises with all arms, by her Officers and Crew, as well as at their Stations and exercises on board and in boats. A Report whereof, will be made to the Navy Department. Should you not meet me off the Congo, or be otherwise instructed, by me, through one of the Vessels above named, You will make your way to St. Paul de Loando where you will find the Flag Ship, or further orders; in the absence of these, You will prepare for your return home by filling Water, Wood and provisions if the latter have arrived, as by expected, Store-Ship at that Port. You will then await further instructions and your final Orders.

I am
Very respectfully
Your Obt. Servt.
Signed, Wm. Inman
Flag Officer,
Comdg U. S. African Squadron

Commander
B. J. Totten
Comdg U. S. Ship "Lancaster."

Note

If you do not receive, at the Cape de Verd Islands, orders to return to the United States, You will retain your Crew men until You receive such orders; or if You have left them at Monrovia, You will, on arriving there, take on board the proper Number.

Signed, Wm. Inman
Flag Officer,
Comdg U. S. African Squadron.

Commander
B. J. Totten
Comdg U. S. Ship "Lancaster."

A true Copy. A. Van den Kieboom
Flag Officer's Secretary.

U.S. Flag Ship "Constellation"
Monrovia, October 24th. 1859.

Sir.

The "San Jacinto" having been detained at Porto Praya, my order of the 14th September last will be modified as follows, Viz. You will promptly fill up your water at this port, then proceed direct to the mouth of the Congo River. You will there anchor the "San Jacinto" off Sharks Point in such a position, that with your guns, boats & by Chase under Steam you can command the mouth of the river. Vessels entering it approach Sharks Point where the downward current is weakest. You will therefore anchor in proximity thereto. You will retain that position except when in chase until further orders; and you will not fail to visit and examine every American Vessel arriving and departing. While these visits are to be courteous, they must be thorough, for the purpose of preventing the Slave-trade

The other vessels will be employed more actively in your vicinity.

The position you will occupy will be to them that of a Point d'Appui. In your communication with them, you will be careful not to interrupt the special surveillance, which I may direct them to exert.

Together with the monthly abstract report from your boarding book, you will furnish me with extracts from your Ship & Engineer's Log the former showing the date, duration and result of each Chase by

steam, including the time consumed in
getting under way, and the length of ab
from your anchorage.

The other extract will shew the
of time from the order to fire up, until it
was reported ready, the average steam ra
which must approach the maximum, th
velocity, and consumption of coal during this

I am, Very Respectfully
Your Obt. Servt.
Wm Inman
Flag Officer
Comg. U.S. African Squa

Captain
William M. Armstrong.
Comg. U.S. Steamer "San Jacinto."

Note.

You will get up Steam before leaving
this port, and use at a force thereof not
than three fifths of your maximum
power, during the Voyage hence to the
South mouth of the Congo River, where it
important that the "San Jacinto" shou
arrive at the earliest time possible.

Wm Inman

Copy

U.S. Flagship Constitution
at Sea October 1st 1863

Whenever and when the Flag ship
shall anchor in any port or roadstead
the squadron may be lying, the Captains or Commanders
of the vessels will immediately make an
official visit to the Commander in Chief
a Captain or Commander
will make a personal report of the progress
of the duty in which he has been engaged.
When the meeting of the vessels shall
take place in a port where it is the
practice of the authorities to pay visits
they will be omitted on their arrival for that or
other purposes. The Captain or Com-
mander will make his call on the
Flag Officer immediately after the formalities
shall have been made.

Signed. Wm Inman
Commander in Chief
U.S. African Squadron

True Copy, Alfred M. Barnes
Flag Officers Secretary.

No. 7

Copy. General Orders.

U. S. Flag Ship Constellation
Port Praya, October 3d 1859.

The Vessels of this Squadron will
not hereafter Station and be Steered when
Crossing and veering Spanish fashion, but will
be Steered at the same time that
the Flag Ship is steered.

Signed, Wm Inman
Commander-in-Chief
U. S. Steam Squadron.

A true Copy. Wm Inman
Flag Offr. Com'd Squadron

No 5 of 5

Circular Order.

U. S. Flag Ship "Constellation"
At Sea, October 14th 1859.

Subjoined is a list of the Articles found on board American Vessels, which have been Captured and sent home as Slavers. Their presence on board affords Conclusive ground for Capture - perhaps Second only to that of the Slaves themselves.

The Commanders of the Cruisers of His Britannic Majesty will doubtless afford you much valuable information as to suspected Vessels; and in order to prevent misunderstandings, all your Official Communications, other than those of mere routine, will be made in writing.

Our Government expects from each Vessel of this Squadron, everything resulting from energy, enterprise, and intelligence in suppressing the Slave-trade.

Should you make Captures, you will be pleased to send them to Norfolk, Virginia, if a Port most Convenient for early access. You will send in them the Officers and Crew found on board, and you will have the proper precautions for the safety and evidence of all those who return to the United States in the Captured Vessel, all the original papers of which will be sent, by the Prize Master, addressed to His Honor, the Judge of the United States District Court. You will send by the same Conveyance, to the Hon: Secretary of the Navy, a Muster Roll of the Ship under your Command.

&c

Copy. General Order.

U. S. Flag Ship "Constellation"
At Sea. October 19th 1859.

In order that the Vessels of the Squadron may be ready for exercise, or other service at an early hour, the Washing of decks, Clothing &c, will be Commenced as soon after 4 A. M. as the other duty will permit.

(Signed) Wm. Inman
Commander-in-Chief
U. S. African Squadron

True Copy. A. Vanden Heuvel
Flag Officer's Secretary.

Copy. (To be attached to Circular Order of October 14th 1859.)

Note. Should You capture an American Vessel having Slaves on board, You will first send her to Monrovia Liberia, Where the Pilot Master, will immediately give information of his arrival to the Revd. John Says, or his Successor, the Agent appointed by the Government of the United States, to receive, and provide for Africans recaptured by the Cruisers of the United States. As soon as the Agent is ready to receive such Africans on shore, they will be landed with Care and be taken Charge of by the Agent, who will give for them triplicate Receipts, Specifying them as men, Women, and male or female Children

i.e. the Line of the Capture; Your report of which will accompany it.

Signed, Wm. Inman
Commander-in-Chief
U. S. African Squadron

Note.

Inclosed is a form of a heading for Your Boarding book, which will Conform thereto. You will make to me an abstract report from it Monthly.

(Signed) Wm. Inman

True Copy. A. Vanden Heuvel
Flag Officer's Secretary.

Copy.

Vinta da Lemba up the Congo, and along its margin, consists of Factories of different Nations amidst the Scattered Native population. It is believed to be entirely unsuited to be a Market for such articles as the following -

Viz. Copper Boilers, Pans & Cocks
Epsom Salts
Simple Cerate
Rolls of Blister Plaster
Chloride of Soda (Labarraques Solution)
Iron Spoon
Lumber
Water Casks or Tanks
Rice
Farina
Bricks
Buckets
Horn & Wooden Spoons &c.

All of which serve as outfits for Vessels engaged in the Slave-trade.

True Copy. A. Vanden Heuvel
Flag Officer's Secretary.

children. The Prize Master will then enclose one of the receipts, addressed to the Flag Officer and leave it in Care of the United States Agent. The prize will then proceed as above directed to the United States, and on her arrival the Prize Master will send one of the Agent's receipts for Slaves, to the Hon: Secretary of the Navy, and the other, with the Vessels papers, to the Judge of the United States District Court.

(Signed) Wm Inman.

True copy) A. Vanden Heuvel,
Flag Officer's Secretary.

U. S. Steamer Sans Souci
Port Praya Oct 30 1859

Sir

Three days ago, I chartered the Mail Cutter here for Seventy Five Dollars to bear to you, the present communication, that I now have the honor to present. You will perceive by them that those I send now, are a copy of those forwarded by the Cutter, and were intended for the Hon. Sec'y of the Navy, and I request that may bring that direction, when you receive the others, which I presume will be to-morrow.

I retained them thinking it possible the Cutter might miss you as she has done.

I am Sir
Your Respectfully
Your Obd't Serv't.

Wm. McArnstrong
Capt

To Flag Officer
Wm Inman
Comd'g African Squadron

H. M. Str San Jacinto
Port Grande
Sept 14th 1870

Sir

I have received the opinion of the Surveyors appointed by you on the bearings of the Boilers of this Ship, and would respectfully ask you, and them, what they had before them to base such an opinion on, that the Ship with moderate steaming &c might not run nine months, what an "idea" they can not the bearing or anything else but the whitepipes, and they tell you plainly that there is a great deal of this going on which should not have been the case had the bearings been made of proper materials, and then they conclude that with proper care &c the Ship can run for nine months, most "singular" conclusion.

The Surveying Officers have made another great mistake in their report to you, in saying that this Ship being run against a strong head wind in coming from Porto Praya here may account for the increased cutting.

The weather was good, the sea very moderate, and at no time had we more than a stiff Gallant breeze with the sea abeam, and most of the time we had our fore and aft sails set, as the Log Book will show, and I must here enter my protest in having this grave responsibility thrown on my shoulders by the Surveying Officers in which they say we cannot under the circumstances come to any conclusion as to the length of time this bearing will last, as it depends entirely on the use that is made of the Engines.

I do think that taking into consideration the Swiftness of the wind and "Sea," that with judicious Management of the Engines, the Ship will be efficient for Nine months service on the Coast of Africa!

Now Sir it may be necessary for me in a tornado to put the Engines at their full speed to keep off shore or to head the wind

This Sir is the first time in my life, that I ever heard of the African Coast having mild winds and sea during the Tornado "Season," have the Officers confessing the Surest head of the account loss of an English Ship of War with nearly every Soul on board, and our experience of the Coast is that throughout the Year and more particularly at this season there is always a high Swell

I am Very Respectfully
Your Obt Servt
Wm. M. Armstrong.
Capt.

Flag Officer
Wm Inman
Comdg African Squadron

P. S

I must here remark also that at one time during our run from Porto Praya here did our Engines make more than Nine revolutions with the exception of the last hour

Most Respectfully
Wm. M. Armstrong.
Captain. R.S.N.

Flag Officer
Wm Inman
Comdg African Squadron

U. S. S. San Jacinto.

Porto Praya

Sept 30th 1859.

Sir

Imperative duty has compelled me to forward the enclosed report on the Propeller Bearings of this Ship which will be handed to you by the Mail Steamer which I expect will proceed to sea before Sept. 30th. York, that is the bearing of the Propeller is so much cut, and that is increasing rapidly you can perceive from it, when the Propeller is in motion, that if steam is used with moderately one heavy sea would, I must very soon cut through, and it is my deliberate opinion, that even under sail, there is great danger of this doing the same, we having so great a distance to run before we can reach a Dry Dock.

In my letter to you from this place dated August 30th. I took the liberty of suggesting to you that Cadiz was the nearest Dock where the work could be done, - I made the same suggestion to your Captain the Chief of the Survey at Porto Grande.

I have thus Sir, tried to do my whole duty on this head, let the consequences be what they may, and shall await here your further Orders.

I am Sir Most Respectfully Your Obt Servt

Wm. Inman Jr

Capt. U. S. N.

Flag Officer

Wm. Inman.

Comdg African Squadron.

United States Steamer "Lackawanna"
Porto Praya Sept 22nd 1869

Sir

In compliance with your order of the 14th inst. I left Port Grande the same day, and arrived here the next night.

I have filled up with water and provisions, and Purser Barry with the two Lieutenants, and most happy to say, finished their inventory of the Stores in our depot this day.

I most deeply regret in having to make this "report" that although the weather was fine, the sea smooth, with Steering sails set part of the time, and with little Steam on, (this I take as main dependence,) that the cutting of the bearing greatly increased on our way down here, which will render her useless as a Cruiser, until she is docked, and the present bearing removed.

I have the honor of enclosing the report of Chief Engineer Baird on the subject, and by it you will find that the Cutting of the bearing fearfully increased in the very short time we were coming down here, and that the ship cannot steam longer than from twelve to eighteen days, (I do not think she could a week) which places her in a most perilous predicament, as she carries so little water, sails most indifferently, and has little canvass, as she is "rigged" to drive her through the water.

I have laid all these facts before the Department and yourself thus far, the duplicate of my first report, was left here with our Consul, for your information, which I respectfully request may be forwarded with as little delay as possible to the Department.

And now permit me to say, Sir, that I feel it to be my imperative duty to keep "Here" (my present position) in view, from the fact that I have not laid eyes on from day to day, since we left New York, that the safety of this Ship would not be in question again unless the Ship should be in immediate peril, and then only.

Under sail the cutting of a mere will "continue," to a less degree, so as to enable us to reach home.

I suggested to the Senior Officers of the Survey at Port Royal, that Cadiz would be our nearest Port, to have the work done on the Propeller bearing, but our Irish friend here has fully satisfied me, that the Ship, even if you had given the order, could not have reached Cadiz with the Propeller.

I trust, Sir, that you will attribute to its proper feeling of responsibility the suggestion I made in Porto Grande, and now here, our only hope of reaching home ready, will be from this place, as we can take advantage of the Trade wind, for under no circumstances would I, start the Propeller again, unless it was, as I have previously stated, immediate and imminent peril of the Ship.

In justice to the Officers and Crew of this Ship, which I have the honor of commanding, under all the circumstances attending from the Propeller bearing, cutting as it did during the trials of the Boilers at New York, and ever since, with a peremptory order from the department to come here and await your arrival at the most dangerous season of the year, for which permit me to refer you to my report of the twelve days I laid here, dated August 30th while the "Portsmouth"

and your Ship were permitted to stop at Barbadoes, I felt it a duty I owed to myself to address the accompanying letters to the Sea Officers of this Ship and the Assistant Engineers, which I enclose herewith, and their responses marked from 1 to 10 & 3.

A duplicate of the same I enclose you, with the request, that they be forwarded at the earliest moment to the Navy Department. Had it not have been for the peremptory order, I received from the Navy Department, to come directly to this place without a trial trip as all the other Steamers were ordered to take, I should have returned home, when I found the cutting existing in the bearing of the Propeller and all the pumps choked in the 1st and 2nd of March last, and if I had done so. This Ship could have been here "Now," and ready for any duty; but for the same reason the peremptory order, I should have stopped at St Vincent, our Coal depot, and filled up my Coal, the greater part being exhausted, when I passed within a few miles of it on my way here.

I replace these facts before the Government in this most serious subject, I do myself the honor of enclosing the copy of a communication, I sent immediately after the Survey to yourself.

Every Ship heretofore, Sir, was immediately docked, before this one, when a cutting like mine was discovered, I know the "Merrimack" was, after only two or three days steaming, found disabled by the cutting in her bearing and had to trice up her propeller (Which we ought do ourselves) and make her first Port to the West Indies and "tack," under canvass, when she was

arrived docked. This Ship has been twenty three days under Steam, that is twelve days longer than the "Merrimack".

For this above information I am indebted to the first Lieutenant of this ship Mr (Mr Donaldson) who was in her

I am Sir
Very Respectfully
Wm. H. Armstrong
Capt. U.S.

Flag Officer
Wm. Inman
Comd'g U.S. African Squadron.

U. S. Steamer "San Jacinto"
"Porto Praya" Cape de Verds
September 20th 1859.

Sir

I regret to report to you that during the passage from Porto Grande to this place, with light favorable wind and sea and pleasant weather the cutting in the Stern bearing of this Ship greatly increased, and that it increased with the speed of the Engines. The time occupied in making the passage to this place, was twenty seven hours and with the exception of six hours the revolutions of the Engines did not exceed fifteen per minute, notwithstanding this, there was collected about eighteen pounds of brass cuttings, a large quantity being lost by passing into the bilge of the Ship with the great flow of water through the stuffing box and casing.

From a rough calculation I find that the bearing, if it continues to cut at this rate, will last no more than twelve or fifteen days at a Speed of eighteen or twenty revolutions of the Engines and since the bearing has commenced to cut, in my opinion not less than sixty pounds of cuttings have passed through, thirty

of which I have in my possession and a large quantity having been removed from the Ship previous to leaving New York, I further report that there was an unusual thumping of the Shaft during the latter part of the passage indicating plainly to me, that the bearing is wearing away rapidly.

I am of the opinion based on this fact, that it is prudent to dock this Ship without further delay, to make her an efficient and safe Steamer, as we are cruising on a Station where no docks are available in Case of emergency.

I am respectfully
Your obt servt
(Signed) John Faron
Chief Engineer
U.S. Navy

Captain
William H. Armstrong U.S. Navy
Comdg U.S.S. San Jacinto
Porto Praya
Cape de Verde Islands

U. S. Str San Jacinto
Porto Praya
Sept 21 1859

Gentlemen

You as well as myself have known that the cutting of the Propellor bearing commenced at the Navy Yard. New York before the ship was transferred to us. You also know that the Chief Engineer called for a Survey on it and like the Survey at Porto Grande they could see nothing but the cuttings the bearing being some seven or eight feet below the Surface of the water

Since we sailed you have seen and heard of the effect going on daily and now since our late trip from Porto Grande hers Chief Engineer Farrow reports from the increased cutting her propellor cannot be used for more than twelve or fifteen days

Be pleased Gentlemen to give me your opinion or otherwise your deliberate opinions on this deeply interesting subject to us all for the purpose of laying it before the Flag Officer and the Government

I am Gentlemen
Respectfully
Your Obt Servt
Wm N Armstrong
Capt

To (Signed)
Lieut E. Donaldson
" A. K. Hughes
" J. Madigan
" L. C. Johnston
" D. L. Lyall
Master A. P. Cooke

No. 2.

U. S. Steamer San Jacinto
Sept 20th 69. Porto Praya

Sir,

In reply to your letter of this date requesting a deliberate opinion as to the condition of the propellor of this vessel I have to state that I have more than once been in the propellor alley when the Engines were at work, and observed the Cuttings coming in, also the large volume of water.

I have also seen the large quantities of cuttings on the beach both between the United States and this place, from this place to Porto Grande and on the return from Porto Grande to this place and came to the conclusion it was absolutely necessary the Ship should be docked as soon as possible.

I would state that a few years since, I was in a Steamer whose propellor tried up and when two days at sea it was discovered the propellor would not ship by reason of the Cuttings on the propellor bearing and the Ship made her trip to Havana and back to Norfolk and Boston under sail.

This vessel being differently built she would do but little or nothing under Sail unless before the wind, and then carrying so little water, renders it necessary she should be docked at the most accessable place.

Respectfully &c

(signed) Edwd Donaldson

1st Lieut & Executive Officer

To

Captain Wm. M. Armstrong

Comg U.S. Steamer San Jacinto

Porto Praya

Copy.

U.S. Steamer San Jacinto
Porto Praya Sept. 21st 1861.

Sir,

Your letter of the 20th instant addressed to me, conjointly with Lieutenants Donaldson, Madigan, Johnson and Doyall and Acting Master Cooke asking us to give you "jointly or otherwise your deliberate opinions" in reference to the Cuttings of the Propellor bearing of this Ship, was received yesterday, and in reply I would most respectfully state that in my opinion from all I can learn in reference to the subject, that the Ship is in a disabled and in an inefficient Condition, so much so indeed, as to render her almost entirely useless as a cruiser.

It is therefore my "deliberate" opinion that the Ship should be docked speedily in order to remove the cause of disability.

Very respectfully
(Signed) C. K. Stribling
Lieut. U.S. Navy.

Captain
Wm. M. Armstrong
Comm'g. U.S. Steamer San Jacinto

Copy.

U. S. Steamer "San Jacinto"
Porto Praya Sept. 21st 1859.

Sir,

In reply to your communication of yesterday, I have to say, that as far as my own knowledge & belief extends in regard to the "Cutting of the Propellers Bearing of this Ship" I judge said cutting to have increased to a great extent lately - that on our passage from Porto Grande to this port, it was much greater than before - that such cutting could not continue many days without endangering the safety of this Ship, and that it becomes greater in proportion, as the Bearing wears away. Therefore, under these considerations, as well as her having Steam herself to be a dull Sailor without the aid of Steam and not carrying so small a supply of fresh water I am of opinion that she is inefficient now as a Cruiser and would recommend that she be docked immediately. I am respectfully

Your ob't Servt

(Signed) John A. Madigan
Lieut. Com'd.

Capt. Wm. M. Armstrong
U.S. Steamer San Jacinto

Wm. Sept. 21 1859
No. 45

Copy

U. S. Steam Sloop Lancaster
Off Porto Praya Decr 31st 1864

Sir

In reply to your letter of this date I have to state that I have been in the Yellow Alley of this ship where the engines are in operation and have seen the great quantities of trash cuttings &c that are now lying in the large volume of water that was necessary to keep the stern bearing from heating

The severe pumping of the ship and the quantities of cuttings actually passed overboard are that the stern bearing is very much damaged and that it will be unsafe for a few days (perhaps fifteen) steaming to sea though to the Cape. Her sailing qualities and capacities for water are such that she cannot be considered an efficient cruizer without steam

Very respectfully
Your Obt Servt
(Signed) P. G. Johnston
Lieut Cmdg.

Capt Chas H. Armstrong
U. S. Navy
Comdg U.S. Stmr San Jacinto
Off. Porto Praya

Rec'd Sept 21/57

No 9

Copy

U. S. Steamer San Jacinto
Porto Praya Sept 20th 1857.

Sir.

In reply to your letter, calling upon the several officers, to whom it is addressed, for their opinion of the condition of the propeller shaft of this vessel I have to state that my knowledge of the subject is derived from information that I have obtained from those officers, who have the supervision of the propeller and its bearings.

I have thus come to the general conclusion that, annis to excessive wearing friction upon the shaft and its metallic bearing, and the impracticability of applying any remedy under the circumstances this vessel is unfitted for the service, that is to be expected at all times of a man-of-war and especially so upon this Station where speed is so essential.

I am very respectfully
Your obt servt
(Signed) Benj. P. Loyall
Captain Lt. U.S. Navy.

Wm. L. Armstrong, U.S.N.
Comdg Str 'San Jacinto'

Rec'd Sept 21/59

No 11

Copy

Str San Jacinto African Squadron
Off Porto Praya Sept 1, 59

Sir

In accordance with your written request for my opinion regarding the state of the Propeller Str Sumter I have to say that so far as I am capable of judging I consider the ship under present circumstances disabled as a steamer and decidedly inefficient as a cruizer

I am very respectfully
Your Obt Servant
A. P. Burtis
Actg Master U.S.N.

(Signed)

Capt
Chas W Armstrong
Commdg &c

U. S. Str San Jacinto
Port Royal
Sept 21st 1863

Gentlemen

I have received the startling and deliberate opinion of the Chief Engineer of this Ship Mr Aaron stating that the increased cutting from Lat 8 Sand here and that with a fair wind and smooth sea that the Propeller could not need more than from twelve to fifteen days. You have been attached daily and hourly to its effect since we sailed from New York. You will be pleased therefore to give me your opinion or otherwise your deliberate opinions on this subject for the purpose of laying it before the Flag Officer and Government

I am Gentlemen
Respectfully
Your obt Ser
Wm M Armstrong
Captain

(Signed)

1st Asst Engineer
Wm. C. Wheeler
2nd " N. Kellogg
" J. D. Houston
3d " H. C. Victor
" J. Roof
" D. Kavanaugh
" G. W. Hall

No 23

Copy

H. S. Steamer "San Jacinto"
Port Praya Cape de Verds
September 21st 1863

Sir

In connection with my remarks of this date, I have to say that the cutting in the stern bearing of this ship occurred during the passage from "Port Grande" to this place and I am of the opinion that the cutting at the rate it did from "Port Grande" to this place it must occur more through and therefore concur in the report made by Chief Engineer Parry that the ship should be docked and the defect remedied

I am respectfully
Your Ob't Servant
(Signed) Wm C. Wheeler
1st Asst Engineer
U.S.N.

Captain
Wm. Gr. Temstrong U.S.N.
Comdg U.S. Str. San Jacinto
Port Praya
Cape de Verds

Copy.

U. S. Steamer San Jacinto.
"Porto Praia" Cape de Verd Is.
Sept 20th 1859.

Sir.

In compliance with your orders relative to the Stern bearings I fully concur in the opinion of the Chief Engineer.

If the Shaft Thumps so badly and the bearing cut so rapidly in a smooth Sea with the engines running comparatively slow it must be greatly augmented in rough weather.

I am respectfully
Your Ob't Serv't.
(signed) Mortimer Kellogg.
2nd Ass't Engineer
U. S. Navy.

Captain Wm. N. Armstrong. U.S.N.
Comd'g U. S. S. San Jacinto.

No 2

Copy

U. S. Steamer San Jacinto

Porto Praya Sept^r 21st 1860

Sir

In obedience to your order of this date I beg leave most respectfully to report

The facts ascertaining to the outturn in the stern bearing of the Propeller Shaft of this Ship have all been presented to your notice in the report of Chief Engineer Farrand and are perfectly correct. This nothing can not last without serious consequences therefore the necessity of the ship being docked becomes evident

I am Sir very respt^y
Your Ob^t Servt
(Signed) S. Buchanan Armstrong
2^d Ass^t Engineer

Captain
Wm. M. Armstrong
U. S. S. San Jacinto

No 3

Mare Island Sept 19 1879

No 3

Copy

U. S. Str San Jacinto

Port Royal S.C. Sept 21st 79

Sir

In reply to your communication dated Sept 9th I would say that Gutteridge came in close and substance with the statements and opinions of Chief Engr Farrow as expressed in his report to you dated Sept 8th

Few or no more serious derangements of the machinery of this ship could occur than the one to which you call our attention The necessity of docking the ship I consider to be imperative that is if the steam power is to be called into requisition I should first alter further limit the time as given by Chief Engr. Farrow as to the length of time the steam power could be used in the propulsion of the ship considering that the "cutting" is constantly increasing - is not uniform and will do so as long as that power is used

I am Sir very respectfully
Your Obt Servt
H. C. Victor
3d Asst Engr U.S.N.

(Signed)

Capt. Jno. M. Armstrong
Comdg U. S. Str San Jacinto

Received Sept 21st 59

No 4.

Copy.

U. S. Steamer "San Jacinto"
Porto Praya Sept 20th 59.

Sir

In compliance with your order of this date I make the following reply. I have observed that the Stern bearing of the Propeller Shaft has been working very violently and that it increased greatly on our late passage from Porto Grande to this place — Also as the velocity of the Engines was increased the Cutting increased proportionally. With these facts before me I conclude ~~concur~~ in the views of the Chief Engineer.

I am Sir,

Your ob. servt

(Signed) John Asaph
2nd Asst Engr

To

Captain Wm. C. Armstrong
U.S. Steamer "San Jacinto"

Copy

U. S. Steamer San Jacinto
Port Royal Sept 21st 1861

Sir

Having received your order dated 20th inst I must respectfully state that my experience has been so limited that I have formed no opinion of the matter under consideration

I am very respt
Your Obt Servt
(Signed) Paul. Ravenaugh
2d Lieut Engineer

Capt
Wm. Mc Armstrong
U. S. Steamer San Jacinto

No 7

Sept 21st

Copy

U. S. Steamer San Jacinto
Porto Praya Sept 21. 1859.

Sir,

In reply to your communication of the 20th I would say that I have observed the fitting of the Stern bearing and more particularly during our late trip from Porto Grande to this place. In regard to the matter I fully concur with the report made by Chief Engineer Faron. The large amount of bulkheads in his discretion fully justifies him in my opinion to recommend the docking of the Ship.

I am, very respectfully
Your obt servt
(Signed) Geo. W. Stall
2nd Asst Engineer
U. S. Navy.

Captain
Wm. C. Armstrong
Commdg U. S. Steamer
"San Jacinto"

Rec'd 17 Jany 1860

J. Jany 9. Hoff

Rec'd Jan 17 '59

Hall.

U.S. Flag Ships "Constellation"
Monrovia, October 26th 1859.

Sir:

I have the honor to submit herewith a copy of five letters, consisting of my letter to the Executive of Liberia, the reply thereto by the Secretary of State, and my rejoinder. The same subject is mentioned in my letter of advice to Lieut. John Guys, Agent of the United States to receive and provide for negroes captured by the vessels of the United States, this reply. In accordance with the above recommendations, I have added to my "Circular Order" of the 14th instant, a Note directing Officers that may be recaptured by the Squadron under my Command, to be brought to this port and placed in the Care of the United States Agent appointed for that purpose.

I am,
Sir,
Very respectfully
Your Obt. Servant,

Wm Inman
Flag Officer,
Comg U. S. African Squadron

Hon.
Isaac Toucey
Secretary of the Navy
Washington, D.C.

Copy

United States Flag Ship "Constellation"
Monrovia, October 23d 1859.

Sir:

I am about to employ several Steamers for the suppression of the Slave-trade on the West Coast of Africa. It is probable that Slaves may be found in Captured Vessels - Humanity forbids the idea of sending such Slaves across the ocean to a country remote from their own, with the inevitable loss of life attending the Voyage. I have therefore felt it incumbent upon me to address the President of this Republic, to know if His Government will receive under its protection, such re-Captured Africans.

Being without authority to enter into any Stipulation whatever, involving expenditure for the above object, I respectfully request to be favored with Your Excellency's Views in regard to it.

I am,
Very respectfully
Your Excellency's
Obedient Servant
(Signed) Wm. Inman
Flag Officer,
Commander-in Chief
United States Naval Forces
on the West Coast of Africa.

His Excellency
J. J. Benson
President of the Republic
of Liberia
Monrovia

True Copy.
N. Vanderhorst
Flag Officer's
Secretary.

Copy.

No. 2.

Department of State
Monrovia October 25th 1859.

I have the honor to acknowledge the receipt of your Communication of the 23d inst. addressed to the President of Liberia in which, you convey the information of your being "about to employ several Steamers, for the suppression of the Slave trade, on the West Coast of Africa." and suggest the probability, that, "Slaves may be found in Captured Vessels." You also very properly remark, that "Humanity forbids the idea, of sending such Slaves across the Ocean, to a Country, remote from their own, with the inevitable loss of life attending the Voyage." And, therefore, you have felt it incumbent upon you, to address the President of this Republic, to know if His Government will receive under its protection, such recaptured Africans."

And You remark further, that "Being without authority, to enter into any Stipulations whatever, involving expenditures on the above Object, You request to be favored with His Excellency's views in regard to it."

In reply, I have the honor to Communicate to you the views of the President, in relation to the very important matter Contained in your Communication, and to convey to you the very pleasing

Commodore Wm Inman
Commander-in-Chief
of the United States
Naval Forces on the
West Coast of Africa

[illegible] ...ation he derives, in the fact of your determination of employing Steam Vessels for the suppression of the traffic, which is repulsive to every feeling of humanity, and revolting to the Christian World.

The occasion, forbears the expression of his sense of the justice and magnanimity of the Government of the United States, in the noble exertions it is making for the abolition of a Commerce, which has for a number of years, been successfully prosecuted, in desecration of the day; and he earnestly hopes, that you may succeed in your noble efforts, in destroying the band of pirates, who, have for so long a time, under the Colors of your nation, prey'd on with impunity, the bleeding traffic.

The Republic of Liberia is an asylum for the African race. In planting on these shores, infant Settlements, it was contemplated, that they would in time, afford succor and protection to many of our heathen brethren, who might be rescued from the grasp of the inhuman trader. Such has been the case in numerous instances; and thousands of re-Captured Africans, are now Citizens of this Republic, and they are enjoying all the rights and privileges, which its Liberal Constitution grants, to every individual coming within its operation. To your question then, the President gives an unqualified affirmative. He will receive any re-Captured Africans that you may send to the Republic, and extend to them

... every

every protection which their condition may require. They will be fed, clothed, housed and schooled, for and during the term of one year, dating from the time of their landing at this port. After the expiration of the year, they will under the laws made and provided for in such cases, be apprenticed to responsible persons, who, will be bound to learn them useful trades. After the expiration of their apprenticeship, they will be allotted suitable lands, as are granted to emigrants from the United States. Emigrants sent to Liberia by the American Colonization Society are supported by that Society during their acclimation - that is for at least six months after their arrival, they receive house room, Medical attentions, and every other reasonable assistance, during that period. If it has been found necessary to make such a provision for emigrants, born and reared in the midst of Civilization and Christianity, how very absolutely important and necessary it must be, that provision should be made for the proper care, training, and support of Savages.

It is to be kept in View, that re-captured Africans are landed from Slave Vessels in a State of nudity - their Condition generally is most wretched, they are sick, emaciated, and very often are as helpless as infants. The utmost care and attention must be given them, for months after landing before they can perform any ordinary Service for themselves.

The President of Liberia has instructed me to lay these facts before you, and he feels confident that you will readily acknowledge the propriety and necessity of proper provision being made by the United States Government for the support of

... Recaptured

captured Africans landing in Liberia, from vessels captured by Cruisers of the United States. This Government although willing and anxious to receive all such re-Captured Africans, is unable to afford them any support at present. Its resources are too limited to attempt an expenditure, for any such purpose; nor does he believe that the Government of the United States, would, under any circumstances require of this Government to take the care and support of such Africans, in its own Lands. The philanthropy which influenced the U.S. to make the liberal provision, it did, for the proper care, support, and training of the "Echo's" re-Captives, still exists; and no reason has been assigned, why such provision shall not be expected in future, under similar circumstances.

I have therefore to Communicate to you the expectation of the President in this matter. He entertains no other idea, than that the United States Government will support for one year all recaptured Africans, Captured by U.S. Cruizers, and landed in Liberia; and if it has not already been done, he hopes soon to learn, that instructions have been sent out by the United States Government to that end.

I have the honor to be,
Sir
Your most Obedient,
Humbly Servant.
(Signed) J. N. Lewis

True Copy. J. Vanden Heuvel
Flag Officer's Secretary.

No 3

Copy

U.S. Flag Ship "Constellation"
Monrovia, October 26th 1859.

Sir.

I have received from the Secretary of State of Liberia an acknowledgement ~~of the~~ of the letter Lieut dated 25th inst., I had the honor to address to you on the 23d inst, enquiring what were the views of this Government as to receiving under its protection such Africans as may be recaptured by the U.S. Vessels, engaged under my command for the suppression of the Slave trade.

The very humane and liberal views of your Excellency, set forth in the papers of your Secretary of State, have afforded me much satisfaction. I find therein every readiness to receive recaptured Africans. I find also established here, an official Agent sent by the Government of the United States for the express purpose of receiving and providing for such Africans, by virtue of the 2d Section of the law of the U.S. bearing date March 3d 1819.

I shall therefore direct that any Africans that may be recaptured by the Vessels under my command, shall be brought to this place and placed in the care of the U.S. Agent appointed for that purpose.

I am, very Respectfully
Your Obt. Servt.
signed — Wm Inman
Commander in Chief of the U.S.
His Excellency Naval Forces on the African Station
J. N. Benson
President of the Republic of Liberia.

Copy

U.S. Flag Ship Constellation
Monrovia, Oct'r 26th, 1859.

Sir.

I have made to the Executive of Liberia a communication asking its views as to receiving under its protection Africans that may be recaptured by the Squadron under my Command.

The reply thereto has expressed a philanthropic readiness to receive such Africans.

I have seen the commission you hold from the Government of the U.S. appointing you to receive and provide for such recaptured Africans. I shall therefore direct that the vessels under my command, shall bring to this port any Slaves that are found on board American Vessels on this coast, and that they inform you or your successor of their arrival, after which when you are ready to receive them, they will land and deliver up to you such Slaves, taking for them triplicate receipts, specifying the Men, Women and Male and female Children.

I am Sir,

Very Respectfully
Your Obt. Servt.
(Signd) Wm. Inman
Flag Officer
Com.g U.S. African Squadron

Lieut.d John Leys
U.S. Agent to receive recaptured Africans.
Monrovia.

United States Agency
for Liberated Africans
Monrovia, Oct. 26th 1854.

To
Wm Inman, Esq.
Flag Officer
Comg. U.S. African Squadron.
Sir.

I have the honor to acknowledge the receipt of your despatch of this date, in which you have the kindness to inform me of the correspondence which you have had with the Executive of Liberia in reference to liberated Africans, and your intention to send to this port the Slaves that may be captured by the Squadron under your command.

I beg leave to assure you that by virtue of the Commission I hold from the Government of the United States, as Agent for Liberated Africans, and which I took pleasure in submitting for your perusal, I shall most readily receive all such re-captured slaves as you may see fit to send to Liberia, and make such provision for their immediate and future maintenance and protection, as my Commission will justify and as will harmonize with the views of the Government of this Republic.

I have the honor to be with distinguished Consideration.

Your most
Obedient Servant.
(Signed) John Seys
U. S. Agent
Lib: Africans

Wm Inman, Esq.
Comg. U.S. African Squadron

Aekr

10 Jan 16.

J. Jan 9. Hoff

U. S. Flag Ship "Constellation"
West Bay, Prince's Island,
November 9th 1859.

I have the honor to inform the Department that this Ship arrived in this port yesterday, in 8 days from the "Dumpter" was then awaiting me, having sailed at Fernando Po. The report of Lieut. Com^d Armstrong, on the various subjects to which he was directed to inform me, was more favorable than I had expected.

Brigadier General José de la Gandara, Governor of the Spanish possessions in the Gulf of Guinea, had received by the last mail, authority from the Spanish Government to allow our Agent to keep a deposit of 800 Tons of coal, but he was pleased to say to Lieut. Com^d Armstrong, that we need not be strictly confined to that quantity. The General was most courteous, offering to our Vessels every facility at his command, and he sent his Naval and Military Staff of Senior Officers on board the "Dumpter" to present his Compliments and learn the appearance of his desire to be of service. In view of this liberal construction by the Governor, two cargoes of coal, amounting to 1435 Tons were safely landed at Clarence Cove, and the third cargo of the "Lydia Francis" 1,365 Tons, was stored on board a Coal hulk, belonging to an English House, at Ellobey, near Corisco, on the African Coast, between Fernando Po and the Congo River.

The "Dumpter" will sail to-morrow morning, touching

touching at Fernando Po, to leave the Mails at the same time Lieut. Com[dg] Armstrong will present to Governor Gardara a letter, of which I have the honor to inclose a copy. The "Dumpfri" will also examine into the condition and safety of the Coal at Clarence, then Cruise along the Gulf of Guinea in search of Slavers. Returning to Fernando Po in time to receive the Mails due there on the 28th instant. She will then fill up her Coal and Cruise with Vigilance to the mouth of the Congo, where She will probably meet the Flag Ship, as I shall sail for that point to-morrow, at which time our Water will be filled up.

Lieuts. Com[dg] Armstrong and De Kor. met with H. M. Steamer "Spitfire" at Fernando Po, on the 27th October. Her Commander had recently Captured at Sea a Vessel without Colors or papers, having on board 500 Slaves. — He furnished our Officers with a Valuable list of Vessels, Suspected as Slavers, on the Coast and fitting at Havana; among the latter is the name of the Celebrated Yacht "Wanderer", Lately arrived there from Savannah. The British Commander also read a Circular Order from the Admiralty directing their Commanders to furnish to our Cruisers every information in their power, to use their best efforts to promote harmony and Co-operation; and to avoid anything that would excite our jealousy, or even appear like interference with our flag. I believe these favorable disposations to exist strongly among the British Cruisers,

— and

I do. I hope Soon to meet the Senior Officer on the Coast, I hope to effect, with him, a plan for a systematic and efficient Co-operation, to the end that each one of our Steamers may Cruise Constantly in company with one of those of Her Majesty.

There appears to exist in the Squadron a most excellent Spirit of enterprise and emulation in carrying out the views of our Government, and the Department may rest assured that by my presence, influence and example, that good Spirit shall be encouraged and kept up. The efficient condition of the Flag Ship and other Vessels, is highly creditable to their Commanders, Officers and Crews, and in combination with their morale, give the best promise of usefulness.

I learn that Letters from the United States require pre-payment, when sent to this Coast, to which I beg leave to call the attention of the Department.

In view of the non-receipt of orders to send the "Vincennes" home, I respectfully submit the propriety of orders being sent, in advance of the visit of their Cruise, for the Vessels to return home, at a later time, to be named in the order.

I am,
Sir
Very respectfully
Your Obedient Servant.

Flag Officer,
Com[dg] U. S. African Squadron.

Hon. Isaac Toucey
Secretary of the Navy
Washington
D. C.

Copy.

United States Flag Ship "Constellation"
West Bay, Prince's Island
November 9th 1859.

Sir.

I avail myself of the earliest occasion to express to your Excellency, the gratification with which I have learned the several graceful and kind Offices which you have been pleased to render in furtherance of the interests of the Government of the United States, intrusted to my charge.

I shall promptly advise my Government of my Obligations to you therefor, and it will be my pleasure to reciprocate your goodness, when it may be in my power to do so.

God keep Your Excellency many years.

I have the honor to be

(Your most Obedient Servant

(Signed) Wm. Inman

Flag Officer
Commander in Chief
United States Naval Forces
on the West Coast of Africa.

His Excellency
Brigadier General
José de la Gandara
Governor of the Spanish Possessions
in the Gulf of Guinea.
Fernando Po.

U.S. Flag Ship "Constellation".
Off Banks Point, south of the Congo River.
August 21st 1865.

Sir:

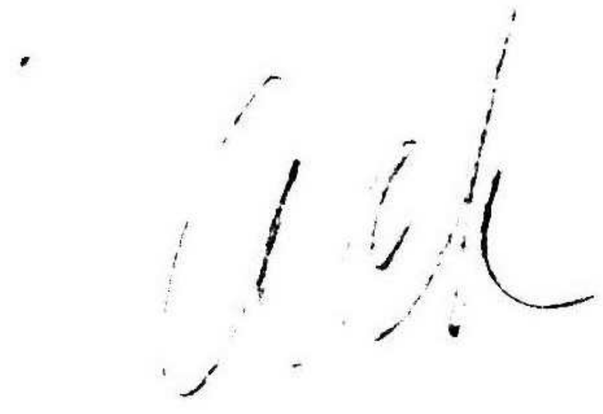
I have the honor to report
my arrival at this Ship at this
place this morning.

As this squadron is composed
of vessels of the smallest class
& not fitted to carry stores which
vessels of the squadron may require
I shall proceed to St. Paul de Loando
& arrange definitely the depôt for
stores, according to my instructions.

The Store Ship "Supply", with the Naval
Store Keeper on board, will have
orders, there in readiness to furnish
provisions &c, to the vessels of the squadron

Hon: Isaac Toucey
Secretary of the Navy
Washington D.C.

Very respectfully
Your Obt. Svt.
Jno. Guthrie
Captain
Flag Ship U.S. African Squadron



U.S. Ship "Constellation"
Bay of Islands
October 5th 1849.

Sir,

I have the honor to transmit, herewith
= with Enclosed, Certified Copies of Charges,
numbered 1. to 9. inclusive,

By these Charges, you will perceive that Sur-
geon Mumbered 1, was Specially Directed
by Captain Williams C.B. Commanding,
Officer by his Orders, numbered 2., to in-
= terrogate Mumbered 3, and by the Certified
Copies of, Mumbered 4, from the Log-book of
the "San Jacinto."

After Mature Reflection and Taking
into Consideration the previous Instructions
of Captain Armstrong, Referred to the Ac-
= companiment No. 5, Letter of the 5th October
1849. and the ill effects upon the Service
in this Station by the Encouragement of
Insubordination on the part of a Captain,
I felt myself Bound, and Determined to
bring to the Mind of a Captain in Command a
true Sense of his Duty by Bringing them
to Justice. Mumbered 5. At the same time I
furnished him with the Papers, Mumbered
6. To day I received from him the Papers
Mumbered 7, and being Confirmed, therefore
in my Conviction of his Mistaken and
insubordinate Views of his Duty, I have
judged it right to Cast of Two Arms, to
Send him the Letter Mumbered 8, which is
my Order Suspending him from his Command,
and Directing him to Return to the U. States

States and to report himself to the Agent of the Department of the Navy at the Barracks at St. Domingo Town for further orders, & Lieutenant Thomas H. Haggerty is ordered to the Lieutenant by my Order Commanding.

The Officers by my order Mentioned in the foregoing Endorsement the Department that the Ships named in the Letter of Instructions, & signed Hibben as the 1st Lieutenant, being on the Day after the Ships sailed "did not make their appearance" on board the Ships before she left the Port of Boston, according to the Instructions, & was detained at the Navy Yard, Charlestown, for fourteen days, while the Ships were cruising at the Rendezvous the "San Ildefonso" was ordered "to return until further orders."

I trust that the accompanying papers will satisfy the first Clerk of the Department upon this subject & I therefore abstain from all Comment thereon.

I am,
Very respectfully
Your Obt Servt.

Wm Inman
Purser
U.S. Mediterranean Squadron

Hon:
Isaac Toucey
Secretary of the Navy
Washington
D.C.

Feb 16 1860

Mission Point Confederate
Steamer Center Feb 14th 1862

Sir

The Steamer Star of Kansas has cleared at Port Royal, under the 14th September last, with the merchandise on private account, for Boston and from your order at this port, there proceed direct to the mouth of the Congo River, on the West Coast of the Sea of Guinea off Kamma Point in such position that, with the power of steam, boats may be sent to Cabinda under steam, for the purpose of the return of the Slaves.

Should circumstances of a similar character prevent the Steamer from proceeding to Cabinda, you will not fail to visit and examine every American vessel arriving and departing.

While there you are to be cautious, they must be discharged, for the purpose of procuring the Slave trade.

The other vessels will be employed more actively, in your discretion.

The position you will occupy will be to the Northward of a Point of Cabinda. But your communication with them, you will be careful not to interrupt the operation of embarking the Slaves.

Together with the monthly contract return from your boarding book, you will forward me with schedule from your Ship and Engineers log, the former showing the date, duration and result of each Chase or Steam, including the time consumed in getting under way, and the length of absence from your Anchorage. The other report

will show the weight of line from the ord
gun up until Steam was reported ready
for 3 [illegible] Steam vessel, which must appear
the Instructions, the velocity, and con
of the line of the Chase.

I am Sir Respectfully
Your Obt. Servt.
(Signed) Wm Inman
Prize Master
Comdg H. B. M. African Sqn

Captain
William H. Smyth C.B.
Comdg H.M.S. Steamer "San Jacinto"

Sir.

You will get up Steam before Day
this port, and exert a force sufficient
to make three fifths of your maximum
power, during the passage hence to Fer
Point, mouth of the Congo River, unless
may circumstance that the San Jacinto
shall arrive at the earliest time pos

True Copy. L. Standen Steuart
Flag Officers Secretary

2. H. M. Steam Sloop San Jacinto
Congo River - November 25th 1850

Sir.

Your letter of today has been
received, desiring a precise answer to cer
tain interrogatories.

1st Hostile works found up at Kanuria?
Yes - and with the addition of the Steamer
it reduced it to 33 days navigation.

2d When did I leave Kanuria?
On the 1st of November

3d Was the Ship hove down at Kanuria Point.
Yes.

4th When did the action?
November 4th at 5.40 P.M.

5th When did she leave the anchorage?
She left at 6.11. the 5th.

6th What would all the time that exchange
be Chase? The Crew.

7th Did she overtake the vessel?
Yes - and for all night with Steam
and sail when I set her go on her way
for the piece.

8th How long has she been absent from the
anchorage?
Four days.

9th Did she return to that anchorage at once

[redacted]

[illegible] after the examination of the chart.?
There was no chart [illegible]

[illegible] this place or [illegible] and [illegible] and
as his ship had not drawn more water [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

H.S. Flag Ship Constellation
Hong Kong, China Sea.
November 22nd 1856.

Sir:

You will be pleased to send to me as
early as possible a Commander's Certificate
of and exact copied to the following questions,
the same order as check they are put. Viz
First the date of the Sun Amount passed up
at Meridian.!
When did she leave that Port.!
Was she bound to Anchor off Second Point.!
When did she Anchor.!
When did she leave that anchorage.!
What vessel did she leave that anchorage
to Chase.!
Did she overtake such vessel.!
How long was she in sight after first had
anchorage.!
Did she return to that anchorage as soon
as possible after the termination of the Chase.!
Was she been detained from returning to that
anchorage by any other object than such Chase.!

I am, very Respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer.
Comdg. U.S. Asiatic Squadron.

Captain
William M. Armstrong.
Comdg. U.S. Steamer San Jacinto.

A true Copy. H. Van Dyck Hagner
Flag Officer's Secretary.

Extracts from the Log Book of the U.S. Gun Boat
from 14th August to 23rd December 1862.

For 14th 1862
Off Cairo Illinois

At 6 A.M. Steamed up and proceeded in the U.S.
Gunboat Lexington.
At 6.30 Left Cairo & anchored about one mile
above Fort Holt on the Kentucky Shore.
At 4.30 Left Fort Holt & anchored near the
Mouth of the Ohio River for the night.

For 15th
Off Cairo Illinois

At 6 A.M. Steamed up and proceeded down the
Ohio River & anchored off Cairo at 7.30 A.M.
At 8 A.M. Steamed up the Mississippi River
& anchored off Fort Holt at 10 A.M.
At 11 A.M. Steamed up and passed Columbus
(Kentucky)

For 16th
Off Cairo Illinois

" "

At 6 A.M. Steamed up and proceeded up the
Mississippi River & anchored off Fort Holt at 10 A.M.
At 11 A.M. Steamed up and passed Columbus
(Kentucky) at 1 P.M. Steamed up and passed
Island No 10 at 4 P.M. Anchored off Tiptonville
(Tennessee) at 5 P.M. Came to a cable and
moored ship for the night.

For 17th
Off Tiptonville

At 4.15 A.M. Came to a cable and moored
ship in 5 fathoms water, veered to 30 fathoms
chain. Off Tiptonville. Got out the launch and
sent her with the 1st Cutter for water.

For 18th
Off Tiptonville.

Nov. 2nd

Hailing Ship. At 3 P.M. a Schoo
in sight to the S.E.

Nov. 3rd

At Sunrise Ship, At 5.15 weighed & m
Standing on the Coast to the S.W. and C.
At 10.15 Fell Spoke the U.S. Steam
Iroquois Stopped the Engines and sent
boat aboard of us.

At 11.30 boat returned Hailed
Iroquois and at 12.45 Anchored in 12½ fathom
water about 2 miles from Shore.

Nov. 4th

At 6 A.M. Hove up and Steam
the middle of the Channel. A Ship in sight bet
Spanish Point. At 11.15 Anchored in Mahon
South of Flag Ship Constitution in 11½ fath
water and moored E. & W. by the Buoys ahead.

H.M. Ship Constitution
Mahon Nov. 22d. 1859.

Sir,

Agreeable to your order of the 2d
November 1859. I have the honor to enclose
herewith, a Copy from the Log Book of this Ship
of such remarks thereon as are necessary for
the 14th of December to the date inclusive.

I have &c.

(signed) J. S. Nicholas.
Captain.

(signed) H. F. Cook
Acting Master

(signed) J. H. Eastman
Acting Master

Copy
Lieut. Joseph A. Vanden Heuvel
Flag Officer's Secretary

5.

H.M. Flag Ship "Constellation."
Off Punta de Lazaretto.
Mahon 29th Nov. 1859.

Captain Nicholas requests your attention while I read to you this paper.

I have carefully considered the warning and remonstrance of Mr. Vanderheuvel dated 14th Nov. 1859. To which you replied to the following interrogatories I put to you in a letter dated this day.

1st Do you consider it your duty to disregard the letter and spirit of the Treaty between Great Britain & Spain of 1835 by which you are ordered "You will observe under the 1st article of the Treaty, in such a position that no Spanish Vessel of War, or Revenue Cutter, can approach the Coast without being visible from the Constellation, you will therefore anchor in proximity thereto. You will retain that position, ~~[illegible]~~ in case until further orders; and you will not quit it without some very urgent reason, such as bad weather &c. arising"

2nd Do you consider the 4th article of the Treaty between Great Britain and Spain of 1835 applicable to the present case?

3rd Do you consider that you have any right to interfere with the Spanish Revenue Cutter "Vigilante" in the Harbour of Mahon?

To the 1st interrogatory you say, that you consider that Anchorage at 4 miles off the 29th November.

To the 2nd interrogatory you say, "that Vessel" and she knows that Anchorage is close" from the "Vigilante" in which Remark there is an implied intimation of your order authorizing her to leave your position if she thinks fit, for the purpose of chasing a vessel (the "Vixen") which you knew had on board a Lieutenant and part-

-ment

[illegible]

[illegible] you [illegible]
[illegible] that [illegible]
[illegible] 30m [illegible] 12
[illegible] you left [illegible]
[illegible] you visited [illegible]
[illegible] therefore, [illegible]
[illegible] your [illegible]
[illegible] returning for
[illegible]

[illegible] you be, that
You were seen from the anchorage / Your position
4 days.

[illegible] did the
[illegible] position of the Ship!" - You [illegible]
Ship!!" [illegible] that by
[illegible] your [illegible]
Order, which left you no other option than
[illegible] the words
of the order, viz "you will return that position
by any other ship's track back to Chase?" - You
[illegible] for trade. You inform me in the
[illegible] that Your Ship
had / "Have traded or traded - Upon which
remark, that you [illegible] absent from your
position 4 days for the purpose of procuring
water at Tabuaeran, as appears by your
Log-book, you anchored at 4h 15m P.M. on
18th November, just 12h 15m after leaving your
position. Can it be possible that you mean
to give as a sufficient reason for disobeying a
positive

[illegible] and [illegible] that [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

U. S. Steamer "Wyalusing"
Off Cape St. Lucas.

Sir:

Upon leaving Acapulco, I had the honor to receive your order to proceed with this vessel to the Gulf of California, and to report to you at Mazatlan. In compliance with this order I proceeded to Mazatlan, and from there to La Paz, where I arrived on the 24th ult. Upon reading your order I found that I was to ship in that position, only a few days previous to the time appointed. I was also to inform you that it will be your duty to make known to the Department, in your next periodical report, any violation of the above named order. It shall be my care to forward to the Department a letter explaining my actions; and, I hope that in submitting to the Department, this acknowledgement, it will be received as evidence of my intention to execute the orders that may hereafter be issued.

I have the honor to be, Sir, very respectfully, your obedient servant,

[illegible]

A true copy, S. Wainwright
Flag Officer's Secretary

U. S. Steamer San Jacinto
Off Port de Paix 100
Nov. 28th 1859.

Sir

I have duly considered the letter which you were pleased to address to me on the 26th inst. and have to inform you that I cannot comply with the request which you have made of me, I should have been much pleased to have rendered you any assistance in the exercise of the authority with which you are invested, but I am not authorized to interfere with the discretion which is vested in you as the Commander of the vessel you command.

You assert in your letter that you have been threatened by me with the loss of your vessel, and that you have been prevented from leaving this port by force, and you further state that under the circumstances

I am Sir Your Obt. Servt
Chas. W. Abbot
Lieut. U. S. Navy
Commanding

To The Officer
Commanding H. B. M. Steamer
Commander-in-Chief U. S. Squadron.

U. S. Flag Ship "Constellation"
St. Paul de Loando
November 28th 1859.

Sir:

You will forthwith transfer to Lieutenant Thos. H. Hughes, all the unexecuted orders and standing instructions, applicable to the "Saw Pinto." Immediately after which you will consider yourself suspended from your command, in consequence of repeated violations of your orders.

The insufficiency of Officers of a Rank to form a Court Martial to investigate your offences, upon this Station, renders it necessary that you return to the United States. It is probable that the Sloop "Vincennes" and store Ship "Supply" will soon return home from hence. When these shall do so, you will take passage in the one of them, which you may prefer. If any other conveyance is more desirable to you, You will be pleased to inform me, and upon your arrival in the United States, You will report your return to the Honorable Secretary of the Navy, to whom I shall submit, by the first opportunity, my report upon your removal from command.

While you remain on board the "Pinto" the Commanding Officer is directed to see that due consideration and convenience to which your rank entitles you, shall be extended to you.

I am,
Very respectfully
Your Obt. Servant
(signed) Wm Inman
Flag Officer,
Comdg U. S. African Squadron

Captain
William McArthur
Comdg U. S. Steamer "Pinto",
St. Paul de Loando

9.

U. S. Flag Ship "Constellation"
St. Paul de Loanda
October 28th 1859

Sir,

You will herewith present this order to Captain William A. Armstrong, who will receive from you, and forthwith execute all orders and pending instructions, relative, to the command of the United States Steamer "San Jacinto" You will cause there and relieve him in Command of that Vessel, until further orders.

If it may be desirable for Captain Armstrong to remain some time longer on board you will be pleased to consult his convenience and Comfort, so far as the Service will permit. You will continue his boat, her Crew and his Servants at his disposal. His Cabin, Stateroom &c will be reserved to him and he will receive such consideration and honor to which his rank entitles him.

Should you be ordered to Sea, you will give to Captain Armstrong early information thereof, in order his convenience in preparing, without unnecessary detention of the Vessel, and you will state what he may then desire to use for transportation of effects will be promptly provided.

I am,
very respectfully
your obt. Servt.
(Signed) Wm. Inman
Flag Officer,
Comdg U. S. African Squadron.

Lieutenant,
Jason K. Hughes
U.S. Steamer "San Jacinto"
St. Paul de Loanda.

I have the honor to report the arrival
the Flag Ship "Constellation" at this port,
yesterday. Inst.

I learning that the "Iris Saints" would
require a supply of Coal, she was sent
there from the mouth of the Gonaive river,
instant, the day on which I sailed.

I found here the Store Ship "Supply", which
had arrived on the 21st instant. The Store-
keeper is engaged in investigating the
title to a Warehouse, or Store-House for the
United States Stores. No time shall be
lost in obtaining that, or some other,
suitable one, after which the Store Ship
will be immediately discharged.

The "San Jacinto" will be sent down
on to Cruise from hence North as far as
Jeremie. I expect the "Portsmouth" and
Erie" soon here. These and the other
ips will be distributed between Cape
ien and Aux Cayes.

I have received valuable information
m Commodore Pope, and Captain Courtenay,
ir Officer now here, and I can depend
on the Co-operation of H.B.M's Cruisers.

I have received at this place from
mmander Cochrane, of the U.S. Sloop
tsmouth", his report, shewing that
Ship has been actively employed under
orders, also his Valuation of the Ameri-
n Ship "Family", of New York, the details

I have the honor to submitted to the Depart-
ment the following Report for the year ending
on the 26th September 1859.

I am,
Sir,
Your respectfully
Most Obt. Servt.

Jno Forman
Chief Clerk
Comm'r of Indian Affairs

Hon.
Jacob Thompson
Secretary of the Interior
Washington
D.C.

Dane 4 b. f.

[redacted]

Respectfully requests permission to visit
[illegible] Navy Yard, accompanied by
[illegible] Lieut. [illegible]

Respectfully requests permission to visit the Navy-
Yard at Boston, accompanied by Lieut. Jones
of the Navy, who goes on business connected
with the Observatory at Cambridge. Should
the request be granted, Mr. Hall will leave
Washington on the [illegible] inst. and return
to this city in time to join the party which
will leave Boston for Europe during the first week
in June. He has been unwell during the winter
and spring, and his physicians advise a visit
to Europe as essential to his health. He
will be absent from the city about two months.

Respectfully requests that he may have the
assistance of a Messenger to attend to
the duties of his office during his absence.

Respectfully requests that Mr. Hall may be
granted leave of absence for two months
from the 1st June next, with permission
to visit Europe

f. 0.

General Order.

U. S. Navy Yard, Boston, Mass.
August 1st 1854.

The Commandant of Midshipmen
on leave, or for other Officers, for
a longer, he is authorized and
directed, successively, to grant leave of

(Signed) F. H. Gregory
Flag Officer
Commanding in Chief
U. S. Naval Forces.

Copy.

General Order.

U. S. Flag Ship Constitution
At Sea, November 25

When a Commander shall [illegible] to pass with [illegible] be permitted to
Official visit on board the Flag [illegible] to the United States, because of being
he may bring with him a Bill of [illegible], or examined medically, to determine
the number of days for which [illegible] same, without the order of the Commander
hand his Vessel, a Sufficient [illegible]
& provisions, Water and fuel [illegible]

(Signed) [illegible]
Flag Officer
Commander-in-Chief
U. S. African [illegible]

True Copy.
Geo. A. Borchert.
Asst and Secretary.

General Order

U. S. Flag Ship Constitution
at Sea, November 25th 1859

No person will hereafter be permitted to pass with [illegible] to the United States, because of being
[illegible], or examined medically, to determine the
same, without the order of the Commander
in Chief

(Signed) [illegible]
Flag Officer
Commander-in-Chief
U. S. African Squadron

True Copy.
Geo. A. Borchert.
Asst and Secretary.

Copy.

General Order.

U. S. Frigate "Constitution"
At Sea, March 8th 1859.

When a Sea Water is kept, the hours will be inserted between which the water is to be used, and until then the water is to be kept as above directed.

The water casks are daily to be thoroughly washed by the Ship's Boys, and the casks, after the water is started, are to be struck in their ports, and the bungs left out.

During the time water is not to be used, the scuttle butts are to be kept filled, and the bungs left out, that the staves may swell and become tight.

At Sea the "hammocks" will be piped up at 7 A.M. in order that all the men may have time and opportunity to clean their persons before breakfast.

(Signed) Wm. Inman
Pass'r Clerk
& Acting Pay. Clerk
U. S. Frigate Constitution

True Copy.
Geo. A. Borchert.
Asst and Act. Pay. Clerk.

Copy.

General Order.

U. S. Flag Ship "Constellation"
At Sea, November 14th 1850.

The preamble to regulations commands
is indispensable to efficient service, th
following order will be strictly observed by a
Commanders and other persons under my
authority to whom it may apply.

When a vessel shall visit a port
place for a supply of provision, Coal, Wa
Wood or other necessaries, no time whatev
must be lost after arrival, in preparation
for receiving such supplies, as well by imm
diate notice to Store keepers or Agents, a
this order must be simultaneously shewn
in the dispatch of the boats from the ves
of which the routine must conform
time to the purpose in hand.

The practice in the Flag Ship is
as an example - viz - Having anchored
some hour after noon, the boats are p
ahead, with the Gang Casks, the Hoop
(being properly inspected) Ship, and the
to be the Ships by, or before, nightfall, o
them fitted by early dawn, when the
of discharging them is at once begun,
them which for meals, as the Crew
work and eat - Watch and Watch. The
men always eat during the discharge of th
boats, which by this method bring the
of the supplies and are properly cared for

In the mean time the Wood
having been promptly ordered and prepared,
by being sawed by the saws furnished from the
Ship, and barked, is as well as the other supplies

on board immediately after the boats
of the vessel, without undue fatigue
exaction upon the Crew, is ready to
used on service, after the least detention
possible.

(Signed) Wm Inman
Flag Officer
Commander-in-Chief
U. S. African Squadron

Copy.

General Order.

U. S. Flag Ship Constellation
At Sea, November 15th 1850.

A Book will be kept on board each vessel
the Squadron, in a place convenient for
general reference, in which will be plainly
written an exact copy of such Circular or
General Orders as are, or may be issued,
separate from the Code of General Instr
tions for the Squadron. The former
will be called the "Flag Order Book, and
will be thus distinguished from the latter.

(Signed) Wm Inman
Flag Officer
Commander-in-Chief
U. S. African Squadron.

U. S. Flag Ship "Constellation"
St Paul de Loanda,
December 15th, 1859.

Sir

I have the honor to forward, enclosed, duplicate copies of my orders to Capt. Wm. H. Armsbrong, instructing him from duty, and also the papers in relation thereto, numbered from 1 to 9 inclusive, together with copy of my letter of Nov. 15, 1859, all which, were sent herewith, on the 20th November 1859, in the American Barque "John Gilpin" bound to Boston.

I am,
Very Respectfully
Your Ob. Servt.

Wm Inman
Flag Officer
Comdg. U. S. African Squadron.

Hon:
Isaac Toucey
Secretary of the Navy,
Washington
D. C.

See Nov No 18

9 March 1 [illegible]

U. S. Flag Ship "Constitution"
St Paul de Loanda.
December 15th 1859.

Sir:

I have the honor to submit duplicates of my letters to the President of Liberia with his replies and my reports, together with my letter to Rear Admiral Inman and his reply on the subject of recaptured Africans. In this package are inclosed duplicates of my letter to Admiral Inman and Governor General Sundays originals of all which have been sent previously.

I am Very Respectfully
Your Obt Servt
Wm Inman
Flag Officer
Commdg U. S. Squadron

Hon:
Isaac Toucey.
Secretary of the Navy.
Washington
D. C.

See No 15 -

G. March 1. Hoy

Nol

9. March 1. Hey

Duplicate

Copy. United States Ship "Princeton"
Monrovia October 24th 1850

Sir

I have taken the Command of the United States
Naval Forces on this West Coast of Africa,
relieved from command in August last by Commodore
Foote to date 21st of which I have
the honor to inform you.

I am at present officially to act as Agent
for Liberia, as per Law.

I should be glad to your Instructions
this incident between Commodore Foote and
Commander McBlair.

The enclosed suggestion in the
succeeding paragraphs of your Communication has
induced me to insert, in a Circular Order, a
Clause of which I beg leave to enclose a copy.

The Commanders of the United
States Cruizers, on this Station, have been re-
=cently enjoined to co-operate with Her Majesty's
Ships, whenever it may be mutually desirable
to do so.

I avail myself of this oc-
casion to mention that four Steamers have
been added to the Forces on the West Coast
=mand. These will be vigorously employed,
for the present, on the South Coast, and I
am gratified that the disposition of the
Vessels of the United States on this Station
of the Sea-board, is such as may afford
you Satisfaction.

The Correspondence between
Commander Thomas H. Bent of the United

States Ship "Vandalia" and Lieutenant-Com-
=ding H. E. Hunter of Her Majesty's Ship "Pet-
=erel" to the Squadron "by the Order of the
American Home Government" of New York, and
for which Service was Entitled
to the Usual Allowance of Prize Money
of the United States, by Commander Dor-
=in a Letter dated 25th April 1850

I am sure you will be pleased to learn that
this Service, and I am instructed from the
Government of the United States to Express
to you the Thanks of the Government
for your Conduct on this occasion.

The Depot of Provisions for the
Squadron of the United States on this
Station, is to be immediately removed to
Porto Praya, Cape de Verd Islands, to which
the Squadron will proceed.

Should you be pleased to make
me a communication, it will come
readily to Monrovia, Cape of the Coast of
United States, at that place

I have the honor to be,
Sir,
Your Most Obedient Servant
Signed W^m Shubrick
Flag Officer
Commanding in Chief of the
United States Naval
On the West Coast of Africa

Rear Admiral
Sir Frederick W^m Grey,
Commander in Chief
of Her Britannic Majesty's
Naval Forces,
Cape of Good Hope,
and Coast of Africa.

Duplicate

United States Ship Constitution
Port Praya Cape de Verd
Islands 6th May 1850

Sir:

I have to acquaint you that
I received a Despatch from Commodore Shubrick under cover
of which was forwarded a Letter addressed
to me by Lieutenant Commanding Hunter
of Her Britannic Majesty's Ship Pet-
rel, and it will be unnecessary to
enclose your Lordship, that it was
very proper to do so.

God Keep Your Lordship many Years
I have the Honor to be
Your Most Ob. Servt.
Signed W^m Inman
Flag Officer
Commanding in Chief
United States Naval Forces
on the West Coast of Africa

To
His Excellency
Viscount Canning
&c &c &c
Governor of the Cape
Possessions in the Gulf of Guinea
Fernando Po

True Copy
Geo. A. Borchert
Aid and Secretary

No. 1. Treasury Constitution
St Paul de Loanda,
December 5th, 1846.

Sir

I have the honor to submit herewith, copies of my correspondence with the Government of Angola on subjecting a depot of Provisions for at St Paul de Loanda, to be there transhipped for the squadron and of the orders given by the Officers of the Customs Service. together with my general orders to corresponding Officers.

I have forwarded to the Bureau of Provisions and Clothing, on this conveyance, Invoices & Bills of Lading for the Victualling Stores, & Clothing for the year 1847, amounting to $750.00 per annum, with plans and estimates of cost of erecting such house in condition as to safely and conveniently for the purpose, amounting to $3750.00.

By these it will be seen that all Stores &c. furnished by the United States are to be free of duty. Every desirable concession has been made on the Government part. The building is in every respect well calculated for the purpose, having a water front next the Custom House, with wharf and Cranes, included in the estimate.

The Storekeeper will reside and have his Office in the upper part of the building, which is of stone with tiled roof and is abundantly spacious and airy.

It will be perceived that the duties

duties of her ofs, on watch, were frail
Porto Praia.

I have the honor to acknowl
the receipt of your letter of the 11
September 1856, authorising me
employ the store ship "Supply"
homeward to this place the Sto
remaining at Porto Praia.
The Supply arrived here on the
inst. and will be discharged i
transhipping part of her cargo t
the vessels of the Squadron, and
remainder into the Storehouse, aft
the same shall have been fumi
in order, say in 20 or 30 days
hence. After which she will be
ballasted and sent to the United
States, with the invalids of the
Squadron on board.

The Slaves remaining at
Porto Praia will be taken on boa
the Flag Ship, and "Portsmouth"
in March next, and the depos
will then be completely removed.

I have the honor to be
Very respectfully
Your Obt Servt.

Wm Inman

Flag Officer
Comdg. W.C. African Squad

Hon:
Isaac Toucey
Secretary of the Navy
Washington
D. C.

No 4

U. S. Flag Steamer Constitution
St. Paul de Loanda
October 2d 1859

Sir

I have the honor to inform Your Excellency that I am instructed by the Government of the United States to make at St Paul de Loanda a depository of provisions &c, for the use of the ships of war of the United States employed on the coast of Africa.

This provision &c, on board of the vessels of the United States ships of war will only be issued in cases of urgent distress, not for sale or barter, but on requisition of the officer commanding the vessel of the United States to which it is issued.

I am, therefore, instructed by Your Excellency will be pleased to order that such provisions &c, as may be placed on shore, without expense for duties or any impost, in accordance to the treaties of the Nations.

I am, by the respectable Your Ob. Servt.

(Signed) W. Gwin

Com. & Chief in Chief of the U.S. Naval Forces on the West Coast of Africa.

To His Excellency
José Rebeiro Couto de Amaral
Governor General
of the Province of Angola
and its Dependencies.
St. Paul de Loanda.

(Copia.) Translation

November 1784.

Post Captain Dixon

The Commander in Chief of the Squadron of His H.B.M. Ships at Jamaica requested the necessary permission to establish a depot of stores and other effects that may be sent here by the Order of the H.B.M. for the use of the vessels of His Majesty's Service employed. His Excellency the Governor General was pleased to accede to it under the conditions hereinafter enclosed Copy.

You are hereby required by the Board of Commissioners, bearing Date the 1st Instant to perform the following Duties.

1st You will establish in the Custom House at Port Royal, where Shall be appointed the Deputies of the Collector that may be sent by the Commissioners of the H.B.M. and other Ports of the Island Jamaica, which Shall be registered at the Office of Entry, and Clearance of the H.B.M. Ships.

2d As the case shall require, Permits shall be required to you for the removal of goods from the depot to the vessel of the Proprietor, it must be mentioned, according to the Nature of Entry, whether such goods ought to exist in the depot. It is only in the case of their existence that you shall issue the Orders asked for.

3d In the end of every six months you will render the Accounts to the Boards of the entries with the Invoices from the depot according to the two respective Books, and being thus cleared, every Bearer of goods

[illegible] will be made part on the Bo[illegible]
[illegible]

[illegible] is made to conform to the [illegible] of the Treaty between Great Britain and Portugal and subsequently on those [illegible] Treaties) that vessels accused [illegible] -tionable acts, so that the necessary steps may be taken for the visit of examination (Visit) referred to to be performed with the [illegible] despatch.

[illegible] is thought necessary to be provided by you, that every precaution shall be taken, on the part of the Portuguese Authorities, that the Boats of the Portuguese Squadron employed in the prevention of the illicit Traffic in Slaves, shall not be abused by any improper [illegible] -lence of the Officers of the Squadron, or of the U. S. Ship Dolphin visiting Portuguese Vessels. The necessary and convenient precautions (precautions.) which appear to you to be most effectual for this purpose will request the necessary instructions from this Government.

I am to the above-mentioned to communicated to you by order of the Governor General.

God Preserve you.

Government House

Office of the Province of Angola, 3rd of Dec[illegible]
1839.

Most Illustrious Sir. the Obedient of this Custom House.

(Signed) José Alves Pinto de Balsemão

Secretary General.

A True Copy.

J. A. P. de Balsemão

S. G.

Copies

Sir

I am directed by the Secretary of War to transmit herewith a copy of a letter from the Governor of Florida, dated the 21st ult. addressed to this Department, and to request that you will cause the necessary measures to be taken for the relief of the persons therein mentioned.

The Secretary of State, Comptroller and Treasurer of Public Accounts.

I have the honor accordingly to transmit herewith a copy of a letter from the Governor of Florida, dated the 21st ult. addressed to this Department, and have requested that measures for the relief of the persons therein mentioned, may be taken.

A certain draft, drawn by Edmund P. Gaines, and paid at Pass Christian, for part of the proceeds was stated in the Creditor Account at that place, which was rejected at the Treasury, as it was not a commencement drawn near the Creditor Account.

Supposed that the Secretary General, has will direct that the payment per Order and other instructions relative to Fort Gaines should be sent to the Secretary of the Treasury, and that he be requested to be informed of the action in the

Sea Station.

West Mississippi
Circuit Ct. U.S.

I shall be glad to receive your dispatches & public letters for me at your office. I left Washington on the 1st inst. for the seat of the Govt. of the U.S. under your command on this Coast, and shall be ready to arrive there, Gen. Scott says that such stores &c. as may be deposited in your Free of Custom duties or any other U.S.

In which I have to say, that having that Govt. appointed me Consul will be glad to be accommodated as said request, I have the honor to say that the deposit of stores & goods as heretofore permitted under the following Regulations Viz

1st. That the owner of such goods so deposited, shall arrange to make with the Collector of the Custom House, and in such manner as he shall be there prescribed, for the safe keeping, disposal, without the payment of the duties, which only be levied & the charges & expenses which such process in the Custom House, or under them rules, it is understood that this condition, if applicable only to such brought to this port in vessels of the U.S. In case such effects should be imported in Merchant Vessels, freighted or chartered by Govt of the U.S. such vessels shall be subject to all the usual formalities of the Custom House.

2d. That on removal of said effects from the depositary that the

U. S. Iraq Ship Constitution
St Jago de Cuba
December 7th 1850.

Most Distinguished
Most Excellent Sir.

I have the honor to acknowledge the receipt of your letter dated 3d December 1850. by which I have to inform me that you have complied with the request contained in my letter of the 2d inst. to make a deposit at Loanda of stores &c, for the vessels of the United States &c, for the vessels of the United States.

I have remarked therein that you consider as according to my views, the sound principles of free of duty at the Custom House upon certain conditions, & permission those conditions to be "such as will not obstruct the operations of the depot, and that they are necessary to the interests of the fiscal administration of the Custom House" I have also received the copy of the order from your Excellency to the Chief of the Custom House at Loanda, containing the details the rules by which he will be governed in relation to that deposit. I have the honor to represent that these conditions, and instructions, are acceptable to me, when taken in connection with the order in the letter, viz. 3. viz. It is strongly recommended that every means, should be taken on the part of the Custom House, so as not to obstruct in any way the operations of the depot of the Naval Squadron of the United States: this however without neglecting the means

a consonant fiscalisation (fiscalização)

I shall issue to those under ...
commercial restrictions in conformity ...
the above mentioned conditions. Copies ...
which will be furnished to each ...
of the Squadron as well as to the ...
mercial Agent of the United States, ...
sent here.

God guard your Excellency.

I am, very Respectfully
Your Obt Servt.

(Signed) Wm Jones
Flag Officer
Comdg. H.B.M. African Squ...

Most Illustrious and
Most Excellent Sir.

Jose Rodrigues Coelho do Amaral.
Governor General of the
Province of Angola and its Dependencies
St Paul de Loanda.

True copy.
Geo. A. Borchert.
Clk and Interpreter.

Copy

H.M. Ship Sly Centaur
St Paul de Loanda
December 9th 1859

Conditions to be observed by ...
on leaving a port, river or anchorage ...
and prior to the Vessel's departure ...
in sight of any vessel of war ...
with signals to the ...
ing Officer in charge ...
than the Commanding Officer of the ...
will be required to exhibit ...
and remain in sight with the ...
Knowledge of the ...

Condition 1st. That the ...
for Export, shall ...
knowledge of the Custom House ...
such manifest ...
furnished for the use of ...
and the forwarding of that ...
fee of ... to be ...
Writing ... to ...
Custom House ... It is ...
understood that the ...
only to goods brought ...
of the ...

And ... shall ...
Vessel ..., forfeited ... and ...
Government of the ..., ... of Vessels ...
be subject to all the ... of the ...
Custom House.

Condition 2d. That ... shall ...
pass by daylight, ...
ceded by a request ... the ...
or ..., or ... the ...
former ..., shall ... and ...
at the ... Custom House ...

Condition 3rd. In the event of the shipment
of the said goods to any ports of the United States
of the 1st they must be entered
[illegible] the usual manner at the
Custom House, that vessel shall not be
[illegible] a clean certificate of the Customs
[illegible] of the shipment of a sufficient bond
[illegible] Secretary will be entered to the
rules of the Custom House.

4th. That the Collectors named by the
Governor General of Bengal to the
Collectors of the Customs at Ports in the
United States will grant

Collr. [illegible] Agts. Numbered 1981.

Port [illegible]

Sir,

The Commander-in-
of the Navy of the United States of
has [illegible] the necessary
[illegible] exhibit a deposit of
as a [illegible] of the [illegible]
[illegible] Govr. and of the United States, in
use of the vessels of the said naval
His Excellency the Governor General,
[illegible] to be under the
of [illegible] are sent to the
You will grant [illegible]
the terms of said conditions, having
in mind the [illegible]

2d. You will [illegible]
a book, where shall be
the dispatches of the goods [illegible]
entry in the deposit of the naval Stores
of the United States, and another book

[illegible] issued
for the [illegible]
deposit.

3d. In the case that any of the [illegible]
[illegible] to you for the removal of [illegible]
[illegible] note to the receipt of Government [illegible]
[illegible] your order separately, each of [illegible]
[illegible] entry, stating [illegible]
deposit. It is only in the case of [illegible]
[illegible] that you issue the [illegible]
[illegible] you.

4th. In the [illegible]
[illegible] to the [illegible]
[illegible] with the [illegible]
according to the [illegible]
[illegible] shall [illegible]
[illegible] with the [illegible]
[illegible] and so on.

5th. If [illegible]
[illegible] suspect in any way, [illegible]
[illegible] can take from the deposit [illegible]
[illegible] exceed six three (or consumption) [illegible]
against the Government [illegible]
[illegible] steps may be taken for the [illegible]
[illegible] (fiscal) which is to be [illegible]
the said deposit.

6th. It is absolutely recommended [illegible]
[illegible] every month [illegible]
[illegible] of the Custom House [illegible]
[illegible] in any way the operations of the
[illegible] of the [illegible] Secretary of the
United States, the reasons [illegible]
[illegible] the necessary [illegible]
[illegible] (discontinued) with respect [illegible]
[illegible] may occur in this new [illegible]
[illegible] request the necessary instructions from
the Government.

[illegible] the above-mentioned is communicated

[illegible]

Consular Bureau
Office of the Secretary of State
Washington D.C.
March 31st 1862

Sir

I have the honor to inform you that the Consular Office of the United States at Loanda has been closed and that all communications addressed to the United States Consulate at Loanda will hereafter be received at this Office.

I am Sir
Your obedient Servant
(Signed) Wm Hunter
Chief Clerk

To His Excellency
José Rodrigues Coelho do Amaral
Governor General
of the Province of Angola
and its Dependencies
St. Paul de Loanda

By Order of
Wm Hunter
Chief Clerk
Consular Bureau

Hon.
Isaac Toucey
Secretary of the Navy
Washington
D. C.

U.S. Steamship Constitution
Straits of Sunda
October 1st 1862

Sir

I have the honor to inform you that I have this day entered the Straits of Sunda on my way to the United States.

I have the honor to be
your obedient Servant
Geo. A. Bachelor
Chief and Executive

Excellent Sir.

I had the honor to receive your dispatch of yesterday in which I am informed of the appointment of Capt. Dent as Commander in Chief of the Squadron of the United States to be employed at Gibraltar, in compliance with the notice you gave me in another dispatch of the same date, to which I will duly attend.

I have also the honor to inform you that Mr. Stackpole is to be succeeded as Consul for the Regency of Algiers by Mr. Shaler.

I pray God to have your Excellency in his holy keeping.

Palace of the Government in Gibraltar Dec 31st 1835.

Most Humble,
Most Excellent Sir
Your Excellency's
Most obedient
Humble Servant
Wm. S. Hunter

(Signed) José Rodrigues Vasconcellos &c. &c.

True Copy.
Geo. A. Barclay
Clk and Secretary.

U. S. Flag Ship Constitution
St Paul de Loanda
December 7th 1859

Most Illustrious and
Most Excellent Sir.

I have had the honor to receive your dispatch of the 3d inst: in acknowledgement of my letter of the 2 inst: In which I informed your Excellency of the appointment of Mr E. H. Birney, as Naval Storekeeper to have charge of the Stores of the United States to be placed in deposit at Loanda &c. Your Excellency being aware of the duties and Office of such Naval Storekeeper, is pleased to hope that he may be ordered to comply with the conditions set forth in your other dispatch of the 3d inst.

In accordance with the wish of your Excellency, the Naval Storekeeper shall be furnished with a copy of those conditions, and I will direct him to cause the practice to conform thereto.

I am, Very Respectfully
Your Obt. Servt.
(Signed) Wm Inman
Flag Officer.
Comg. U.S. African Squadron.

Most Illustrious and
Most Excellent Sir.
Jose Rodrigues Coelho do Amaral
Governor General Of the
Provinc of Angola and its Dependencies
St Paul de Loanda

True Copy.
Geo. A. Borchert Aid and Sec. pro tem

U. S. Flag Ship "Constellation"
St Paul de Loanda
December 14th 1859.

Sir:

I have the honor to submit herewith my third monthly report of the instructions and orders (not general) that I have issued since my second monthly report. These orders extend from the 9th of November to the 2nd of Dec" inst, and are contained in fourteen separate papers.

The only violation which I have to report is that by Capt. Wm M Armstrong, which caused his suspension from his command; and has previously been reported to the Navy Department.

I am, Sir,
very Respectfully,
Your Obt Servt
Wm Inman
Flag Officer,
Comg U.S Naval Forces
on the West Coast of Africa

Isaac Toucey
Secretary of the Navy.
Washington, D. C.

No 4 Copy
Rec'd Feb 16/60

Copy.

[redacted]

Sir:

[redacted]

[redacted]

[redacted]

[redacted]

"Wyoming" or "Potomac" [illegible]

[illegible]

[illegible]

[

Copy.

U. S. Flag Ship Constitution
Straits of Gibraltar
[illegible]

Sir:

[illegible]

Sans Cour Respectfully,
Your Obt Servt
(Signed) Wm Inman Flag Officer

Comdg H.M. African Squadron

Quick Comdg.
James F. Armstrong
Comdg H.M. Steamer Sampson

Note. When you have the mails for Sierra Leone ready, proceed direct to Fast Bay, Bread Island, & the Flag Ship not there without anchoring at Thomas Island - if the Flag Ship is not at Charles Point and you find orders there for you to Loando and await orders

(Signed) Wm Inman

H.M. Flag Ship Constitution
Charles Point, Conce River
November 21st 1850

Sir -

Upon coaling at Loando you will proceed to employ your discretion to do the coaling as the coal, instead of hired laborers, of whom only as many should be employed as are indispensable to economy of time. I warn that those laborers are very indifferent and idle. It will be necessary to use your own discretion in the present.

You will be pleased to pay from the funds of your Purser, the expenses for embarking your coal. The bills must specify the number of tons received. One copy of these receipted bills will be submitted to the Commander in Chief when you first meet him after Coaling.

Sans, Very Respectfully
Your Obt. Servt
(Signed) Wm. Inman
Flag Officer

Quick Comdg.
James F. Armstrong
Comdg H.M. African Squadron

H.M. Flag Ship Constitution
Charles Point, Conce River
November 23rd 1850.

Sir -

You will proceed with the Constitution as with dispatches to St Paul de Loando

Sans, Your respectfully
Your Obt Servt.
(Signed) Wm Inman
Flag Officer

Captain
John G. Nicholas
Comdg H.M. Ship Constitution
Conce River.

H.M. Flag Ship "Constitution"
St Paul de Loando
December 2d 1850

Sir

Upon the receipt hereof, you will proceed moderately to the South eastward in company with Her Majesty's Quick Comdg Hughes, Comdg the Sampson, the boat of that vessel will bring to you Her Purser, who will repay any postage you have advanced on acct of persons on board, you will likewise receive with a passport thereto, the boat will bring to you Lieut Armstrong's Gig, in which you will be pleased to observe reasonably that from other employ - you will also bring to me letters & papers for Capt Wm Armstrong, Lieut Wm Armstrong, Commr Sayers and Midshipman Farquhar, all belonging to other vessels - You will kindly inform Quick Comdg Hughes, by a message through Purser Gray, whether the "Sampson" is now bound South, or is she will continue to cruise north of the Equator, all which being done, you will make your way to this port (with moderate power as before) and report to me the proceed-

[illegible] to give credit for the amount. On reaching the spot you will see a number of natives your arrive at night, you will [illegible] there until [illegible] to [illegible] [illegible] with the boats you are [illegible] with. Therefore you are not [illegible] [illegible] [illegible]

Copy

Sir,

You will proceed with the Prize Ship "
Charles Paul" under the guns
of this ship to the Navy Yard
at Newby, under charge of Prize Master Mr Thomas
for your government in case of separation
of the Prize from this ship you will
make the best of your way to
Newby Yard Respectfully
Captain
John G. Nicholas
Comg. U.S. Ship Constellation
Lieut
Prize Officer
Navy Yard
Newby

Copy

U.S. Ship Constellation
Charles Paul, Prize Ship
November 22d 1799

Sir:

You will take Mr. T. Brooks Master of the
"San Jacinto" and Mr Thomas H. Eastman Master of the
Flag Ship, make a true extract from the log book of
the San Jacinto, shewing the movements of the latter
from the 14th. of November to this date, noticing the
circumstances which may occur in such log book, as to
vessels she may have chased, boarded or spoken.

Your very respectfully
Your Obt. Servt
Lieut
Flag Officer
Comg. U.S. Squadron

Captain
John G. Nicholas
Comg: U.S. Ship Constellation

Navy Yard
Newby

True Copy.

Sir You will take Mr. T. Brooks Master of the
"San Jacinto" and Mr Thomas H. Eastman Master of the
Flag Ship, make a true extract from the log book of
the San Jacinto, shewing the movements of the latter
from the 14th. of November to this date, noticing the
circumstances which may occur in such log book, as to
vessels she may have chased, boarded or spoken.

Your very respectfully
Your Obt. Servt
Lieut
Flag Officer
Comg. U.S. Squadron

Captain
John G. Nicholas
Comg: U.S. Ship Constellation

Navy Yard
Newby

True Copy.

Sir You will take Mr. T. Brooks Master of the

H. B. Mag Ships Constitution
St Paul de Loanda. Nov 30th

Copy

Sir:-

I am very sorry that I am obliged to inform you that the Captain of the United States Ship "Supply" Commanded by Henry Fairfax

U. S. Ship "Constellation"
at sea, [illegible]

Sir,

[illegible]

[illegible]
Com. Cdg. Squadron

[illegible]
Flag Officer
Commanding Ship

[illegible]
U. S. Steamer San Jacinto

True Copy.
Geo. A. Bacheler
Clerk and Secretary.

U. S. Ship Constellation
at sea, [illegible] 1862

Sir,

I have received your communication of this date, the subject of which is [illegible] and to the same in reply I have to state that [illegible]

[illegible]
Com. Cdg. Squadron
Flag Officer
Commanding Ship

Captain
William McCorkle, U.S.N.
U. S. Steamer San Jacinto

True Copy.
Geo. A. Bacheler
Clerk and Secretary.

Copy

U. S. Flag Ship "Constellation"
At Port de Spain, Dec. 5th 1863

Sir.

I have received your two several letters of this date each containing a request that I would cause to be sent to Venezuela such persons as may be desirous of returning to their homes in the Interior, if there is a final end to the Civil & Foreign War which must now be acted upon at this place. You

Have, Very Respectfully
Your Ob. Svt.

(Signed) [illegible]
Flag Capt.
Comdg. U.S. Naval Forces

Capt. [illegible] Comdg. U.S.N.
U.S. Steamer "San Jacinto"

True Copy.
Geo. A Bancker
Clk and Interpreter

Copy.

U. S. Flag ship Constellation
St. Paul de Loanda, Dec. 2[illegible]

No.

[illegible]

[illegible] Respectfully
Your Ob. Servt.
(Signed) [illegible]
Flag Officer
Comdg U. S. Squadron [illegible]

Capt. C. F. K. Knapp,
Comdg. [illegible]
U. S. Steamer "San Jacinto"

Note.

When this order is executed, make [illegible]
if cruise when Steamer is up.

True Copy.
Geo. A. Bacheldor
Clerk and Secretary.

Copy

U. S. Flag ship Constellation
at Paul de Loanda, Dec. 2nd 1861.

Sir

[illegible] you will proceed [illegible]
to the ship under your command [illegible]
[illegible] and [illegible] to the Officers
[illegible] in the Service for this Station
[illegible] to [illegible] this order
Squadron will be reported under the [illegible]
[illegible] to be [illegible] after the [illegible]
[illegible] to the Navy Dept.

I am, Sir, Respectfully
Your Ob. Servt.
(Signed) [illegible]
Flag Officer
Comdg U. S. Squadron

Capt. C. F. K. Knapp
Comdg. [illegible]
U. S. Steamer "San Jacinto"

True Copy
Geo. A. Bacheldor
Clerk and Secretary.

No. 1

Copy

U.S. Steamer Constellation
St. Paul de Loando, 30th Dec 1859

Sir,

I shall sail in the morning for the United States of America, and have to request that you will be pleased to forward to the Hon. the Secretary of the Navy, Washington City, the enclosed letter from Lieut. Commanding Craven, reporting the capture of the Slaver Echo, by the U.S. Steamer San Jacinto, and the subsequent destruction of that vessel by fire, on the coast of Africa.

I have the honor to be
Very Respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer
Commg U.S. African Squadron

Flag Officer Craven
Commdg U.S. Steamer San Jacinto

A true copy
Geo A. Bucknell
Clk and Interpreter

No. 2

U.S. Steamer Constellation
St Paul de Loando 30th Dec 1859

Sir,

You will be pleased to forward to the Hon. the Secretary of the Navy, Washington City, the enclosed letter from Lieut. Commanding Craven, reporting the capture of the Slaver Echo, by the U.S. Steamer San Jacinto, and the subsequent destruction of that vessel by fire, on the coast of Africa.

I have the honor to be
Very Respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer
Commg U.S. African Squadron

Flag Officer Craven
Commdg U.S. Steamer San Jacinto

A true copy
Geo A. Bucknell
Clk and Interpreter

Copy

H. M. Ship Constant
St. Thomas [illegible]

Sir,

[illegible] you will proceed to the
mouth of the Bay of [illegible] and
make out any vessels in the way as far
as Black Point, repeat this survey on
about 10. A.M. & on about 4. P.M. keep
a good look out in the offing, which you
will endeavor and keep [illegible]
most any vessel & the moment [illegible]
perceived make the signal [illegible]
join me here as soon as possible.

The "Mystic" with the mail
must be due at Black Point [illegible]
on the 25th inst. at the 4th Division. Should
you be fortunate enough to fall in with her as she is proceeding
outside the Bay, but if she is inside on
no account molest her, only speak her, when you
must you will send your boat to receive
the orders and hasten the latter vessel to
rendezvous to the South, in her own boat
with the mail bags. As time is important
and your Power will be in the boat with
a bag for the Ports, and you to be sure to
produce receipt & on [illegible] the orders being
executed, you will resume your cruising.

When you have communicated
with the "Mystic," "Portsmouth," "Warrior," and
"Pamphlet", as to which last Ship Constitution will
send you word to Turks Bay, you
may extend your cruise as far North as
Black Point, always under [illegible] sail
or Canvass, with [illegible] fires, except [illegible]
during your provision, water & coal shall
have been so reduced, as only to suffice [illegible]

rick, for your return to this place.

During your absence, say three weeks, you will convey my order, [illegible] above to the ports of the U.S. Squadron that you may visit during all the [illegible] time as circumstances, as directed by my General Instructions & as especially to the ports of Black Point, Rabinda, Red Bank, the Bay River & South of that [illegible] Bonny Bay, at each [illegible] & return to this place.

You will have full authority to call [illegible] Officers & Men under your command, [illegible] any information or explanation that you may desire, & that will consist with your orders.

You will see that you take [illegible] the orders indicated in your instructions for the information of the Slave trade, & the suppression that you are seeking to destroy by ports as directed above, & as aforesaid.

In conducting the service required of the Sea Horse you will endeavour to economize the time and expenditure, by not returning to your special duty general orders and instructions, applying to them restriction in combination with your experience.

I wish you to visit upon your [illegible] at Rabinda & this the last week upon cruise if you can do so without inconvenience to the position you may be in at that time. You will remain at Rabinda, only long enough to make with diligence.

You will at all times send

Yours &c.

Sd. A. K. Hughes

Commg. Her Majesty's

H.M. Steam Sloop Sea Horse.

True Copy.

Geo. A. Burchett

Asst and Secretary.

[illegible] Her Majesty's Ships under [illegible] to the [illegible] Station.

Sir,

Herewith you will receive Your Instructions.

Should you be pleased to [illegible] Sea Horse.

Sd. A. K. Hughes

Commg. Her Majesty's

H.M. Steam Sloop Sea Horse.

True Copy.

Geo. A. Burchett

Asst and Secretary.

Copy.

U.S. Steamer Active
Shark Point, Cape Fear
December 28th 1864.

Sir:

I am directed by Rear Admiral D. D. Porter to inform you that the Steamer Tacony will be ordered to Beaufort, N.C. for coal, and that you will be required to send the Steamer under your command to Beaufort, N.C. for coal, as soon as she arrives off New Inlet. She will be relieved by the Steamer Tacony, and you will proceed to this place with the Steamer under your command.

I am, Sir, very respectfully
your obedient servant
Acting Ensign
Comdg. U.S. Steamer Active

Captain
Thomas A. Craven
Comdg. U.S. Steamer Tacony

True Copy.
Geo. A. Bartlett
Asst. Engineer.

U. S. Flag Ship "Constellation"
Loanda December 14th 1859.

Sir,

I have the honor, to submit enclosed a copy of a letter from Edmund Gabriel, Esqr. H. M's Consul General at Loanda, to the Rt. Hon: Lord John Russell, &c &c &c, together with 8 other copies of papers kindly offered to me, by Mr Gabriel- these papers, relate to ceremonies, ordered by the Portuguese Government, to commemorate, at various points on this coast, the events mentioned, in early discoveries, by Portuguese mariners of distinction &c. Some of the papers furnished by Mr. Gabriel to be copied, are not new, having been printed, in Portuguese newspapers, and difficult to transcribe- I take pleasure in making known to the Department, that I am under obligations, to Mr. Gabriel, for translations, and other kindly rendered services.

I am, very respectfully &c.

Wm Inman

Flag Officer
Comdg U. S Naval Forces
West Coast of Africa

Isaac Toucey,
Secretary of the Navy,
Washington, D.C.

No 10 Copy. British Commercial
Treaty of 5th January 1884

Sir

I have the honour to transmit, for your Lordship's information, copies and translations of various documents which have appeared in the Official Gazette of this Government detailing the proceedings of His Most Faithful Majesty's Consul Gore in erecting a Monument on the South Margin of the River Congo on the Site of the ancient Padrão of Diogo Cam a Portuguese Navigator, who discovered that River in the fifteenth Century and which is said to have been destroyed by the Action of time.

2. I likewise beg to submit a copy and translation of a Paper which was left with the Malgues got Stanley Pool in the River Congo by the Portuguese Officer charged with the execution of the above mentioned Mission and which would appear to indicate in my humble opinion, that in restoring this Monument other intentions are veiled besides that of merely preserving the memory of an Historical event.

3. I am led to believe that there is an error as to the position in which it is stated that this Monument has been erected, - the Official Reports representing it to be on Point Padrão which is a Headland near the entrance of the River.

I have &c.

The Right Honorable
Lord Odo Russell
&c &c &c

G. March 1.

[illegible] and [illegible] to form the Mouth
of that River. This was from the information
which has reached me from private sources
1. 1 [illegible] and if it has been plan[illegible]
on [illegible], 6 miles, distant from
[illegible] in close proximity to a
[illegible] where Her Majesty's
Ships generally, and to which, in
[illegible] of the Currents all Vessels
entering the River are obliged to steer.

4th That Point, if [illegible] informed, is
beyond all doubt the best Site for the
[illegible] of a Fort to command the entrance
of the River Congo and if an attempt [illegible]
[illegible] made by the Portuguese to establish
any Authority in that River, whether Civil
or Military would certainly be on this
Point.

I have the honor to be with the
Most respect
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Enclosure No 1.

Translation

Portaria No. 315.

His Majesty the King ordered it to be communicated to the Governor General of the Province of Angola that of the Secretary of State of Marine and Ultramar that a stone column is set on board the Line of Battle Ship "Vasco da Gama" with the inscription contained in the plan forwarded by this Mission, which Governor General will cause to be placed in the Rio Zaire & the afterwards Congo Cano raised a monument in the year 1484.

Palace 20th September 1858

Count de Thomar.

Brazilian Minister
Consul Minister
to the Governor
General of Angola

Translation

1st Inclosure in
Despatch from
H.M. Consul
in Angola to Lord
John Russell C.

No. 10 of 1850

(Copy) Enclosure No. 2.

Translation.

Post Scriptum.

The new Governor arrived on the 13th Inst. I succeeded in selling in its place the new Store, which I was charged by your Excellency to erect on the South margin of the River Lima at the Port called Callao.

On the 20th day of the month of this current year I sent you duplicate copy of which enclosed from the Judge's Book, whereby it appears that I do give Security.

Shortly after I went to appear, when I made it known to him the reasons why I had failed in the execution of the Contract, and I added that I was ready to appear in succession of 2.

I earnestly entreat to communicate to Your Excellency that in this occasion the Ignatio y Mendoza and Don Manuel Pinto have behaved to the utmost in a thoroughly just way at the distance of 40 Leagues from the Government.

Having thus concluded my mission, I made sail from the bay on the 15th and proceeded towards Port. Arica I anchored yesterday at 2 P.M.

God preserve Ds
Yr. Excellency
Arica 16th September 1824
Yr. Excellency's

Sr. Rodriguez, Socio de Número.
Consul General of the Empire
of Brazil and its Dependencies

Rear Admiral da Costa Sarmento Pinto
Captain and Commander
of the Naval Station.

Copy. Enclosure No 1

Translation.

Minute.

Acting under orders proceeding to the Port of this Colony on pass H.M. Ship Alert upon the following.

On the thirtieth day of September one thousand eight hundred and fifty two, at Port Stanley, in the Island of the Falkland Group, before J. Antonio Aragon Justice of the Peace of the said Colony, and in obedience to the orders of the Commander in Chief of Her Majesty's ships on this coast, Captain Sean Inman of the Costa Rican Schooner Diana, to draw up the minutes of examination and evidence of the documents which had been placed on the said Justice; there were present at this act the said Commander, the Second Lieutenant, Antonio Filippe Mena of Sea, Charged with the direction of the boats, the Master Mate Don Manuel Cano, Thomas de Aguirre, Antonio de la Sota Sea-men, Seamen Ramon Gomez, Mexican José Gervasio Arteaga, Apprentice José dos Reis, Grid Cajada, Francisco Antonio da Conceicao Second Carpenter, Thomas Soares da Costa, Bernardo, Antonio da Silva Carvalho Seaman, Jose Affonso Cano, and José Pereira Boy of the Crew of the Costa Rica as well as Nicolas Christiano, Garcia Jose, Francisco Antonio, and Francisco Geronimo Jno, Masons, belonging to the Company of Artificers at Work, who all declared the Oaths in such case that the said Vessel would be found to have sprung a leak, and become that it was [illegible] and sooner. It appeared that the [illegible] at a distance of eight [illegible]

Copy

[illegible] the Sea in the North and East [illegible]
[illegible], to a deep foundation of stone
[illegible] masonry, placed at the surface of the
ground, upon which there are two steps [illegible]
[illegible] a square tower and cupola, on the
[illegible] the Pillar is clad with the following in-
[illegible] scription engraved on its front.

Copy [illegible]
[illegible] a Stone to be placed on this site [illegible]
[illegible] 1800 [illegible] which he descended the River Zaire
and [illegible] attacked Coasts which he took, [illegible]
[illegible] session of in the name of [illegible] Queen Dona M. I.
" Portugal, that memorial having been
destroyed by the action of time was rebuilt
by this in the year 1816. the Sixth of the
Reign of Sua Fidelissima and in the opposite
inscription, the Royal Arms of Portugal with the
legend "In hoc Signo Vinces". The Pillar
which is also square and consists of three
several pieces [illegible] in the form of an
Obelisk Egyptian, and is surmounted by the
Sign of the Redemption.

Whereas, all that is herein declared being true, and witnessed by myself, I have drawn up the present Minute, which the Officers named individually, do now also severally [illegible] signed with me.

Done Pedras de [illegible]
[illegible] of the River Congo, this 4th of September
One thousand eight hundred and fifty. [illegible]

[illegible] I Antonio Joaquim Freire, Padroeiro,
[illegible] Clerk who wrote it

Signed, Pedro Nolasco da Costa Loureiro
Pinto, Captain and Commander of the
Naval Station on this Coast.
Antonio Joaquim Filipe Nery de Vasconcellos
and Lieutenant.
Manuel Maria Pinto Nunes de Carvalho
Pinto.

Secondo no Quarto -
Agostinho Joze dos Reis
Sebastiam Joze Loureiro
Francisco Jacinthio da Conceição
Thomaz Joaquim da Costa
Joaquim da Silva Carneiro
João [illegible] Nascimento
Manoel Christovão
Garcia João
Francisco Ambrozio
Francisco Gonçalves Lino,-
Who signed with a Cross, not knowing
how to write.

Diego Cam 15

Namaka.

Command!

I must be explained for
our words not to fall to the ground
a second time.

It is [illegible] that
Portugese sampled at this place. He was
the first foreigner who ever set a foot there.
In that epoch, now 20 odd years ago, the
Kings which ruled Quiteria [illegible] there.

Diego Cam hoisted the
Royal Standard on the top of the [illegible]
a great tree, named the arabian Cotton
Tree. It long as this tree stood, that
Diego Cam was remembered.

On this site the celebrated
Padrão placed a stone, which the ocean
of time has destroyed, records the remains
being left. This one is imitated as a very
likely - the Europeans look having declined
upon us of erecting it. When a ship
it as was ought to do. It shall be the
hand Sacrifice, raised to the sun in
down. We do not believe that the ordinary
of sea it are not shut up in any one.

We perfected the [illegible]
of Diego Cam, but we cannot come to
understand. How are these words, we
speaking our language. Also to the
that the Portugese when the first came to
[illegible] the sea with whom they held
intercourse.

They will tell you that
near this, they perceive with suspicion

Mr.

Admiralty Office
6th October 1821
Captain Parker

Captain Parker
of His Majesty's Ship Superb
Sir Home Popham Commander
Cape of Good Hope
Simons Bay
[illegible]

despised the name of a Christian. The Holy Scriptures
which we receive, and the Book of Common Prayer
our Services founded.

How much things changed with the
times! Where is, or when could, slavery
ever existed to secure the unhappy Blacks,
we have from their Country and their families,
afflictions, to be sure to this country bound to
in foreign Lands? Of this crime all nations
were guilty. But we have not any to answer
that we have also bound ourselves to bring
to knowledge the Holy Jesus of God, and
to be the means of their salvation. In this
glorious work we have expended Capital, and
the lives of Soldiers and Apostles.

To each one of
whole things to him.

They despise with us never
for speaking the Word the whole object of
the desperate and cruel.

Despised by the people who
in these lands, we taught the word to be ac-
cepted, showing them what could be done b
five million of men, Caribs of Guiana and
enlightened by a glorious Law of Love
Heart of the Star law of what we were.

Where you have the sa
of Jesus - like the Sun, Lamp of Love - Jesus
the Lords of Heaven, or navigate among
Islands of the Southern Ocean; engraven,
in the Laws of the Church, in a Monument
Stone, in the words of a Goddess, in the w
of the Missionary or in the language of the
then will be found the first fruits of
Societies.

This Commandment is the commandment which
they can never extol, gives us, all else, has for
Love can do much. Let us say then, Honour

a

the memory of the Portuguese Governor, Honour
the memory of Diego Cão, Honour to the
memory of the Missionaries. Love the second.

Given 15th September 1859.

(Sd) F. T. Marx de Sec.

Enclosure No 6

Translation.

If the time that we were forced is passed, let us dwell at least in the hope that we know how to pay our debts of gratitude to those who were the cause of it. Let it be remembered to us a sacred duty that it can never be forgotten when the word Slave is struck out of the Constitutions of Nations.

When we have this done, will be a New Creation. New ideas can then upon this world, the King Dom Pedro V. the August and Wise Monarch who happily occupies the throne of Portugal and of Dom Manoel has devoted his Satisfaction.

Gentlemen, in terminating the conclusion of this Important, I can attribute that which was raised here by Diogo Cam, 375 years ago, we ought to erect in this fact as a National Feast, and say - Long live His Majesty the King Dom Pedro V.

Paris 13th September 1861.

(assd) P. I. da Cunha Pinto.

No. 1

Translation.

Commanders Duplicate

Address.

The Inclosure in
Despatch from H. M.
Ack Consul &c
Port Louis Mauritius.
No. 10 of 1857.

Port Louis

Mauritius.

Sir

I have the honor to
acknowledge the receipt of your dispatch and
letter of the 20th. dated yesterday, and I
beg to thank you Sir for the
the communication which it contains of
the manner in which Lieutenant Pike
wished to me of passing a few days
the North Coast of the Island
in Commander Forbes's Despatch to the
Lord Derby.

I am Sir
Your most
Obedient Servant
(Signed) Thomas Pike
Lieutenant and Commander
of the Royal Navy

Port Louis
Captain and Commander
of the Royal Navy

Enclosed No 4

Translation.

The undersigned declares. It having been requested of him, that the Mufucu of Goa should explain, for clearness sake, the assistance of his own proclivities at the moment of taking to the anchorage of a new Portuguese flag on the point of that name in the Main road he being unprovided with flags, having &c

He also said that he would take care of a Portuguese flag, which in conformity with other nations he asked for and obtained for the purpose of hoisting it on Point Vadeas.

If he should present himself on board any of the Portugese ships, it may be proper (if considered advisable on that occasion) to give him something and also in the event of the flag now given becoming useless, to exchange it for a new one.

On board the Steam ship "Goa"
At anchor Mirr Jaize.
13th September 1856.

(Sd) Antonio Feliciano Maria de Sousa
Second Lieutenant

U. S. Flag Ship "Constellation"
Loanda, Dec^r 14^th 1859.

Sir:

I respectfully submit herewith, the record, with sentence (approved) of the Court Martial held upon Henry C Victor, 2^nd Assist. Engineer of the "San Jacinto" Later charges were added to those made upon the statements furnished as for charges by the Navy Department -

Mr. Victor has been ordered to take passage in the "Supply" to the U. S., and to report to the Navy Department upon his arrival -

I am, Very Respectfully
Your obdt. svnt -

Flag Officer -
Comg U. S Naval Forces -
West Coast of Africa -

Isaac Toucey -
Secretary of the Navy -
Washington D C.

Certificate of Facts &c. &c. respecting the Portuguese Flag left with the Natives to be hoisted on Cape Padron

---

Translation

S^r. Mr Buchanan in Despatch from A.W. & Co's Consul at Loanda

---

1 Encl
1859

425.

U. S. Ship Saratoga
St. Paul de Loanda
December 15th 1850.

Sir

I have the honor to make to you a report, since that date I was unable to execute at this place.

[illegible] 2d inst. under a gentle breeze from the [illegible] for Fernando Po, where I arrived on the 8th inst. [illegible] Fernando Po, [illegible] and a half days from this port.

The Governor's Commissioner on that occasion [illegible] Loanda to pay a visit to the Governor, [illegible] Fernando Po about the 25th ult. [illegible] on the Gulf of Guinea, from Cape [illegible] on the West, to Cape [illegible] on the East. The Governor is [illegible] Cape of Formosa to Fernando Po, a distance of [illegible] miles, at this port the mails due [illegible]

20.

U. S. District Court
Southern District of New York

Libel

to be returned by each Vessel of W. M.'s Steamer "Pluto" towards, having on board Colours of Portugal, and as is the practice in such cases.

H. M.'s Steamer "Pluto" having received her Instructions to return to the Coast of Africa, the Captain of the Orion" on examining said Vessel with Commission of Portuguese Colours, found that the Articles of the Treaty between the United States and Great Britain, made on the 9th day of August A.D. 1842.

I am

Very Respectfully
Your Obt Servt.

Wm Inman

Actg Captain
Comd. U.S. African Squad.

Hon.
Isaac Toucey
Secretary of the Navy
Washington
D. C.

U. S. Steamer Dolphin
St Paul de Loanda
December 14th. 1842.

Sir

I enclose herewith a copy of the 10th Article of the Treaty concluded between the United States of America, and Great Britain, on the 9th. day of August A.D. 1842.

By virtue of the authority vested in me by said Treaty, I respectfully request, that your Excellency will cause to be delivered up, to Lieut. Comdg Wm. C. Nicholson, Commander of the U. S. Steamer "Hecate," under my command, the persons of the Captain, Officers and crew of the Barque Orion, of and from New York, lately captured by Her Majesty's Steamer "Pluto," said Barque having on board, a large number of African Slaves, contrary to the laws of the United States, which defines such traffic as piracy.

I am, Sir, very Respectfully
Your Obt Servt

Signed Wm Inman
Stg Officer
Comdg U.S. African Squadron

His Excellency
Sir Drummond Hay
Governor of the Island of St Paulos
&c &c &c.

A True Copy
Geo. Washington
Asst and Sec. Secretary

H. B. M. Ship [illegible]
St Paul's Miranda
Dear Sir [illegible]

Sir:

You will, herewith, proceed with the Brig "Hecate", to the Island of St Thomas, with all dispatch, and with [illegible] cargo [illegible] vessel and her Cargo.

The object of your visit to St Thomas, is to obtain from the Governor, the Commanding Officer, the persons of the Captain, Officers and Crew of the Barque "Arion", Lat. of [illegible] Co. [illegible] a few days since, near this coast, [illegible] voyage, in an act of piracy, according to the laws of the United States, on board an African Slaver, being found on board [illegible] with [illegible] such measures, as may be [illegible] and [illegible] the facts of the case, from the best means at that of your disposal. You will communicate to the Hon. Abbott Lawrence, the United States, and Great Britain, the [illegible] day of August, A.D. 1842.

This communication is made in pursuance of said Treaty, and you will be prepared to meet all proper expenses, in connection with the [illegible] of said Brig.

Any delay in the Commanding Officer of the necessary, will be given to you.

The object [illegible] to be made known to the Officer in charge of the Consulate, you [illegible] with [illegible] you may. It is hoped, that you may be [illegible] Ship's Company of the Captain [illegible] you, you will, if desired, accept [illegible] and take every proper means, to identify them upon oath, and to establish the chain of evidence, that

you

[illegible] such as, in authenticated copies of the [illegible]
of the Crew, [illegible] copies of the [illegible]
of the "Enterprise" may [illegible] to
be needed, applied during the Cruise.

Immediately after performing this Service,
you will return to this Port, [illegible] and
[illegible] you are to [illegible] the
Island where you will receive [illegible] you
are [illegible] from the Crew" as [illegible]
Crew. On [illegible] you will [illegible] the
[illegible] of Lieutenant [illegible] and [illegible]
[illegible] mess from the Land, and [illegible]
[illegible] to his place, keeping about that at the
[illegible] the Ship until you are [illegible] for sea
at which time you will shape your course
for Zanzibar.

I am, Very Respectfully
Your Obt. Servt
(Signed) Wm. Inman
Flag Officer
Comdg U.S. African Squadron

Lieut. Comdg
Wm. C. Wiley
U.S. Steamer "Mystic"

A true Copy
Geo. F. Bucknell
Asst and Secretary

(Ck

D. March 1. A

150

U. S. Flag Ship Constitution
at Sea, Off Monterey
West Coast of Mexico
December 2nd, 1847

Sir,

I have the honor to report to the Department, that I left Rio de Janeiro on the 15th inst. in the merchant Ship Bellary, bound to Salem.

All well on board, & on the health, & the Officers and Crew, of the vessels of the Squadron, as far as known, was good.

On the 17th inst. the Flag Ship, accompanied by the Portsmouth, sailed from Gourdaloupe on the 19th, bound to this port, touching at Porto Rico & the Mouth of the River Plate.

Nothing occurred worthy of report, & these ships arrived at Valparaiso, on the 2d inst.

Passengers were received, yesterday, Lt Selden and Lieut. H. Johnson, U.S. Marines, and Assistant Surgeon David Kindleberger, from the San Jacinto, to the Portsmouth, who were replaced, by 1st Lieutenant Wm. L. Brown, U.S. Marines, and Assistant Surgeon, J.E. Simpkins, transferred from the latter vessel, to the San Jacinto.

These changes were ordered, in cases of public utility, which will be unwilling, with those necessitating other changes, in the Official personnel of the Squadron

No 1

to take place, after reaching at Canada.
[illegible] Lavender, Chemicals &
my letters of the 25th and No 29 the latter
accompanied by a copy of my letter to
Sir G. Simpson and Mssrs. Governor of the
Island of St. Pierre, and a copy of
my proceeding Quebec Comdg. Rm & Co &
to send the letter to Governor Hay &c. &c.

I am Sir
Your Most obedt
Hum Servt
[illegible]

Isaac Lyman
Esq. Chf. Clk. U.S. Treasury Washington

Sir:
Isaac Lowe
Secretary of the Navy
Washington
D. C.

Quittung.

31.

U.S. Brig Dolphin Commodore
off Sea Isle Galveston
West Coast of Africa
December 25th 1850

Sir

I have the honor to inform the Department, that at 3 O'clock this morning, this ships captured a brig said to be the "Delicia", without colors or papers, to shew her nationality

She was completely fitted in all respects for the immediate embarcation of slaves.

The "Delicia" is an extremely fast sailer, and had she not been discovered, and closely pursued, during 10 hours by the Flag Ship, would have immediately taken her cargo of slaves.

Under these circumstances, Captain Nicholas submitted to me, the propriety of sending the brig "Delicia" to the United States for adjudication, which I have directed to be done.

I have the honor to forward the report of Captain Nicholas as to details of the above capture, and a copy of the Statement of the Pilot or Chief Mate, obtained and verified. The 3d Mate & Victorio Serrano &c., will accompany the Brig & the papers found, in the Delicia to the United States for trial when commanded by the Court.

I am very Respectfully
Your Obt. Servt.

John Porter

Hon:
Isaac Toucey.
Secretary of the Navy
Washington
D.C.

Flag Officer,
Comdg. U.S. Africa Squa

15

U. S. Ship Constellation
At Sea December 31st 1859

Sir:

I have the honor to report that at 3 P. M. last evening I discovered a Steamer sail to the N.W. distant 12 miles bore after a chase of two hours overhauled her at 5 P. M. when she proved to be a Dane without any slaves, and the Supercargo in charge of her informed the Commanding Officer that he was bound to Lagos and had no Negroes on board. The Commander has shown me his written instructions from his Employers who have in a most unmistakable manner forbidden him to engage in the Slave trade on the Coast of Africa so much for Slavers as to be punished. The Steamer Gladiator yesterday evening sent an officer on board of a Spanish Brig so soon as she hove in sight. The Mate states that the Vessel sailed from Cuba, put in at Cape Verde, for provisions. In recommending this Vessel to be sent to the United States for adjudication I do not do it because she is known to be fitted for a Slaver, but because she was found where the Brig was ordered to cruise to establish her National Character. In searching the hold of the Vessel there was found a Spanish Flag which is

— Brooke

Sub. Said belonged to the individual on whose behalf it was, and not to the Brig. The name of this Brig I said to be "Delicia", but I cannot find out from any source whatever the name

I have the honor to be
With great respect
Your obt Servt
J. L. Nicholas
Captain

Flag Officer
William Inman
Comdg U. S. African Squadron

Forwarded to
Your Obt Servt
Wm Inman
Flag Officer
Comdg U. S. African Squadron

U. S. Brig "Perry"
At Sea, Off Cape de
West coast of Africa
December 1st 1859

Statement of the Chief Mate of the
Brig "Delicia"

To Wit:

The Delicia has neither Papers nor Colors to denote Nationality.

She has every preparation made for the immediate embarcation of slaves, which the chase of the Ships of War prevented.

The Captain of the "Delicia" landed on the 25th. November, at Little Black Point, West Coast of Africa, for the purpose of procuring the Slave Cargo.

The complement of men consisted of the Officers and Crew of the Brig, amounting to 15 persons.

(Signed) Pedro Azamiz Pinto en
Cargado de dicho Buque.

Witnesses

R. M. McArann
J H Farquhar

True Copy.
R Vanden Heuvel
Flag Officers Secretary

List of Officers, Petty Officers, Seamen, Ordinary Seamen &c attached to the U.S. Ship Constellation, entitled to share in Prize Money for the capture of the Brig Dolores, captured on the coast of Africa, 21st Decem. 1854.

Names	Rank.	
William Inman	Flag Officer.	
John A. Nicholas	Capt.	
Chas. S. McDonough	Lieut.	
Alex. P. Rhind	do.	
Robt. M. McCleary	do.	
Chas. P. Foster	do.	
Lieut. P. Boyd	do.	
Thos. H. Watmough	Actg. Master	
John M. Hamilton	Purser.	
Thos. L. Smith	Fleet Surgeon.	
John M. Browne	Pass'd Surg'n.	
Isaac T. Doughty	Capt. Marines	
Henry Tyler, Jun'r.	1st Lieut. Marines	
A. Sanders Heard	Secy'd Flag Officer.	
Geo. G. Beckett	Midn.	
Theodore F. Kane	do.	
Walter R. Butt	do.	
D. N. Taylor	do.	
J. Bayard Wilcox	Capt. Mch.	
Jas. M. Wirth	Passed Asst. Engr.	

Names.	Rank.
Alfred Hagerty	Boatr.
Wm. Watkinson	Gunner.
Henry M. Lowry	Carpr.
Geo. D. Blackford	Sr. Mater.
Geo. Fitzgerald	Seaman.
Henry Welch	Seaman.
Wm. Long	Ord. Seam.
Wm. Barnum	Do.
Geo. F. Cashman	Do.
Wm. Robie,	Gunr's Mate
Wm. F. Nicholson	Carp's Mate.
Henry Parsons	Sr. Mate Mate.
James D'Arcy	Ord. Seaman.
Thos. Gaynor	Mess. Capt.
Wm. Humphries	Do.
Francis Dessa.	Corp'l.
Wm. D. Elliott	Do.
James Watson	Do.
Wm. P. Upham	Do.
John W. Thompson	Do.
Albert Comstock	Do.
Wm. G. Beck	Do.
Wm. Lawson	Do.
James Wilson	Capt. Forecastle.
Alex. McNabb	Do.
Thomas Little	Dr. Mr.
Daniel Malone	Do.
Wm. Davis	Do.

Names.	Rank.
Isaac Turner	Dr. Mr.
John Hunter	Do.
Wm. Bintwistle	Do.
John C. Smith	Cooper.
Chas. Arnold.	Dr. Gunr.
Sidney Corbley	Do.
Neil Martin	Do.
Wm. Phillips	Do.
Walter Talbot	Do.
Dixon V. Graves	Do.
Louis De Silva	Ord. Steward.
John Glynn	Do.
Joseph Vargas	Do.
Wm. H. Saunders	Sry. Steward
Wm. Ball	Capt. Top.
Wm. Callender	Do.
John Rutland	Do.
Alex. Wilson	Do.
Edwin B. Rice	Do.
Matthew Wheeler	Do.
Wm. Thompson.	Capt. Afterguard
Edward Goodsell	Do.
Henry Sprague	Capt. Hold
Wm. Haynes	Mess. Boy.
Wm. Lambert	Ord. Boy.
Jose Gomez	Do.
Jacob P. Brown	Do.

Names	Rank
Peter Anderson	Seamen
Lewis Arden	do
Henry Bryant	do
Girard W. Bury	do
Thomas Byrne	do
Henry Coyne	do
Henry Cripps	do
Saml. Carson	do
Thomas Campbell	do
John Clarke	do
Henry Dawson	do
Thomas Duffy	do
David W. Daniels	do
William Dickson	do
John Elwood	do
Wm. Ellsworth	do
Henry Feary	do
Charles G. Fanar	do
William Gurney	do
Richd. Harding	do
Michl. Haley	do
Thomas Hart	do
Thos. Hoadley	do
Peter Johnson	do
John Lobyn	do
Wm. Lawrence	do
John Lowry	do
Thos. McCracken	do

Names	Rank
Wm. Pte Dermott	Seamen
John McCarty 1st	do
Jas. McCrary	do
Jas. W. Monroe	do
Sergeant G. Miller	do
Henry Nagle	do
Morris O'Brien	do
John Penders	do
Andw. Peterson	do
William Smith	do
Wm. L. Steffens	do
Jas. Taylor	do
Thos. Woods	do
James Woods	do
William Young	do
Wm. Jones	do
Nicholas Myers	do
Jno. W. Tilgerinans	do
William Sapton	do
Benj: S. Gifford	do
Peter Anderson	Q. Seaman
Henry Adams	do
Saml. Benjamin	do
Thomas Brady	do
Enoye Brooks	do
Geo. W. Banker	do
Julius A. Bowman	do
Wm. Bainbridge	do

Names.	Rank.
Stephen H. Berry	Ord Sea.
Wilson Bond.	do.
Chas. Brown	do.
Peter Bailey	do.
John Chapman.	do.
Lewis Bibb	do.
Thos. Connor	do.
Theodore Dale.	do.
Peter Dailey	do.
Wm. H. Dunham.	do.
Chas. Draper.	do.
Thos. N. Dwyer.	do.
George Drew	do.
Geo. David	do.
Wm. Wilson.	do.
John Hoey	do.
Geo. Foster	do.
Moses M. Furman	do.
Sylvr. N. Foster	do.
George French	do.
Chas. A. Gordon	do.
David Goggins	do.
Edwd. Grayson	do.
Thomas Glover	do.
John Gains	do.
Daniel Hearn	do.
Wm. Houlin	do.
John Hancock	do.
John Hogan	do.

Names.	Rank.
Thos. W. Ifo	Ord Sea.
Chas. Jones	do.
Henry Jones	do.
Thomas Jones	do.
Thos. Jamieson	do.
Adolph Landgreen	do.
Frank Lister	do.
Edwd. Lowe	do.
James Lewis	do.
Hydra Legg	do.
John Lines	do.
Chas. D. Murphy	do.
Jas. Mulhearn	do.
Daniel McQuade	do.
Thos. Mannity	do.
Michl. McMarshall	do.
Geo. Makin	do.
Isaac L. Nodine	do.
Chas. Parker	do.
Peter Paulsen	do.
Hansan Rudolph	do.
John Stevens	do.
Jas. Simpson	do.
Chas. Stevens	do.
Wm. Smith 2d.	do.
Wm. Thomas	do.
Chas. B. Wilder	do.
Frank. Whitehouse	do.

Names	Rank.
John Woods	Seaman.
Isaac Young	do.
Geo. Wilson	do.
Frank Healey	do.
John Lewis	do.
Chas. W. Batchelder	do.
Wm. Devaney	do.
Joseph Bixby	Landsn.
James Blake	do.
Chas. Brickstead	do.
Jas. H. Baine	do.
Jas. G. Cochrane	do.
Thos. Collins	do.
James Carey	do.
Jacob Caldwell	do.
Nicho. Clifford	do.
Franklin Carr	do.
John Cameron	do.
Patrick Dolan	do.
Peter B. Doran	do.
John Dwyer	do.
Wm. De Laney	do.
Patrick Downey	do.
Thos. D. Elliott	do.
Geo. Francis	do.
Wm. H. French	do.
Binsley P. Guilford	do.
James Gorge	do.

Names	Rank.
Jas. Higginbottom	Landsn.
James Harrington	do.
Henry W. Higgins	do.
Augustine Henry	do.
Chas. Johnson	do.
Wm. B. Jones	do.
James H. Kelly	do.
John Long	do.
Wm. Leonard	do.
David Lahy	do.
Jas. Lydon	do.
Thos. Mann	do.
Jos. L. Mansfield	do.
Jas. McCann	do.
Gavin Moffat	do.
John McCarty 2d.	do.
Munroe Nelson	do.
Alex B. Nicholls	do.
Rufus Nicholls	do.
Wm. A. Pulsifer	do.
Robt. Robinson	do.
Joseph Ridgely	do.
Wm. H. Sill	do.
Jefferson Simonds	do.
Richd. H. Snell	do.
Wm. H. Shaw	do.
Wm. Shattuck	do.

Names.	Rank.
Jan. F. Wabb	Lan.dr
Jan. Wilsone	d.o
James Wilson.	d.o
Walter Williams	d.o
Wm. Smith 3d.	d.o
John Fernandez	d.o
John H. Elliott	d.o
Wm. H. Winterbotham	d.o
Frederick Frazer	d.o
Jan.o de Sigia Batista	Dr. of Band.
John Brannan	Mus.n 1.st Cl.
Felix Brunet	d.o
Alex.r Meyers	d.o 2d.
Vicletti Felice	" 1 Cl.
Joseph De Silva	" 1 "
John Fernandez 2d.	" 2 "
Arturo Mayner	" 2 "
Augustus Hall	" 1 "
Augustin G. Ferrer.	" 2 "
Franc.o Fernandez	" 2 "
Morris O'Hearn	Boy.
John Sullivan	d.o
Edward Olds	d.o
Mich.l Harrington	d.o
John McNamara.	d.o
David Anderson	d.o
Antt.o Wilson	d.o
Alex.r Van Cleaburg	d.o
John Powell	d.o

Kroomen.

Names.	Rank.
John Doty	Head Krooman.
Tyjy Parr	d.o
Tom Pepper	2d. Hd. Krooman
Tom Walker.	d.o
Jack Davis	Boy 2 Cl.
Dick Roberts	d.o
Jack Pour fellow	d.o
Jem Dickman	d.o
Jack Dollar	d.o
Charley Mac	d.o
Tom Dickman	d.o
Jack Water	d.o
Jack Sunbo	d.o
Tom Dennis	d.o
Jack Sunday	d.o
Tom Sunbo	d.o
Jack Monrovia	d.o
Tom Freeman	d.o
Tom Liverpool	d.o
Jack Half Dollar	d.o
Tom Coffee	d.o
Jack oyster supper	d.o
John Doe	d.o
Tom Dollar.	d.o
Jack Breakfast	d.o
John Clear	d.o

Names.	Rank.
Black Bucket	Boy 2d.
John Smith	d°
Jim Crow	d°
Sam Hill	d°
Tar Bucket	d°
Tom Upside down	d°
Jack Rogers	d°
Jack Savage	d°
Jack Tailor	d°
Maine Guard.	
Chas. Merriot	Orl. Sergt.
Nicks. D. Buck	Sergt.
Chas. Edwards	Corpl.
Robt. Doyle	d°
Fred. Stylopee	d°
John R. Luskey	Fifer
John D. Thorpe	Drum.
Wm. A. Allen	Private
Chas Bicker	d°
Henry Brandt	d°
Thos. L. Canfield	d°
Patrick Connelly	d°
Wm. G. Chambers	d°
John S. Cronin	d°
Willm. Cleary	d°
John Carroll	d°
Chas. Carnagh.	

Mariners. Names.	Rank.
Francis Doyle.	Private.
Wm. P. Tinker	d°
Chas. Gillispie	d°
Chas. Haviland	d°
Samuel Wilks	d°
Fred. Baker	d°
Mich. Kennedy	d°
John Keenan	d°
James Lennon	d°
Patrick McCarty	d°
Edwd. Miller	d°
James Martin	d°
Richd. McKenna	d°
James Mooney	d°
Thos. McClean	d°
John Peake	d°
John Morris	d°
John Reinlein	d°
Michael Ralph	d°
Joseph Shaffer	d°
Henry Schmidt	d°
Peter Ward	d°
John Warmingham	d°
Joseph Dugan	d°

Names.	Rank.	
James Garside	Private	
James Smith	do	

On board Ship Constellation,
at sea, Dec. 21st, 1859.

Approved
John J. Nicholas
Capt.

Benj. Hamilton,
Purser

Forwarded by
Wm Inman
Flag Officer
Com.g U. S. African Squadron

U. S. Flagship Hartford
Straits of Gibraltar Dec 31st 1861.

Sir:

I take this occasion to send to the Navy Department duplicate copies of my several Communications numbered 12, 19, 20, 24, 30 and 31, together with the papers treated of therein.

I have the honor to be,
Very respectfully
Your Obedient Servant

Wm Smead
Flag Officer
Comdg U. S. African Squadron

Hon
Isaac Toucey
Secretary of the Navy
Washington
D. C.

No. 55

act
April 15 1864

[illegible]

[illegible]

[illegible]

U. S. Flag Ship Constellation

Spanish Main, and if you have not
time to go to Porto Grande, you
will take on board sufficient water
for distance and water at the Lance.
Cove, and having enquired for, and
received any orders which may there
arise directly, you will proceed to Porto
Grande & Mount and there fill up
your water, acquire all the latest
information in regard to Cabo Verde
and depart at once for Bonavista
and Cape Verde by the way.
If you cannot procure water bring up to Bonavista
without delay, take it on board at
Bonavista &c.

As I expect to keep up Coal and water
Depots for four months, and
on the receipt of orders, after having
your sufficient, cruise for leaves along
the Coast between Maranhão and Rio,
returning to Bonavista for provisions and
water.

Enclosed is a copy of a letter, dated
this day from the Chief Engineer, of the
Steam Vessels to be used by which you will
perceive, it is not intended that the
vessels, in the condition of the projectiles,
when received, shall be subject of these Com-
mands. Under these peculiar circum-
stances, you will receive, a Round
Robin, on leaving them.

If you are detached, on arriving at
one of the ports, above named, or others in
proximity, to one intermediate, that a
divergence is indispensably necessary,

Yours

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

[illegible]
[illegible]
[illegible]

Note. If the "San Jacinto" cannot be procured at
Cadiz, you will cause it to be done at
Cartagena in the Mediterranean, if you
find that vessel you will visit Genoa

U.S. Ship Constitution
St Paul de Loanda
6 mo. may 10th 1841

Sir

You have received instructions of this date, to the San Jacinto under your command to cruise in a manner, which will separate you, from your Commander in Chief, for a considerable length of time.

The sound discretion, required by those instructions, will also be called into exercise by the complications, in the relations, between the United States, and Great Britain, as set forth, in the public journals published in both those Countries.

If those result in war you will doubtless, maintain the honor of the Flag of your Country with such means, as may be at command.

You will, always, when at sea be prepared, to defend your vessel, or approaching a foreign vessel of war.

If you have no reason, to doubt that war exists, when you first reach Porto Grande you will give, to that circumstance, its due weight, in determining the movement of the San Jacinto, to the United States or to Europe.

I confide all these duties to you, and

First Lieut
James G. Flusher
Comdg U. S. Steamer San Jacinto
Loanda.

[illegible] [illegible] [illegible]
the Success [illegible] as well assure.

[illegible]
Lieut. U.S. Sloop
Vandalia
[illegible]

[illegible]
Flag Officer
Commdg. U.S. Squadron [illegible]

[illegible]
Flag Ship
Constellation

U. S. Flag Ship Constellation
St Paul de Loanda
January 11th 1861

Transfers of Officers by Flag Officer Wm. Mervine
Commander in Chief U.S. African Squadron.

From the

Flag Ship Constellation.

Lieut Chas S. McCleary ordered Jan 1861 to
command Steamer "Dolphin"
Lieut R.M. Cutram Dec 22d 1859 sent to
the U.S. in Prize Vessel.
Lieut. & A.A. Quarty U.S. Marines Nov 4th 1860
sent home by "Mohican" Survey.
2d Lieut. of Marines, Geo. B. Tyler to Sloop 4th 1861
to command guard of "Falmouth"
Midshipman Norman A. Jackman Dec 22d 1859
sent to the U.S. in Prize Vessel
Boatswain Alfred Stingsby Sloop 10th 1860 to the "Supply"

Sloop "Falmouth"

Lieut. R.B. Reid, Dec 12th 1859 transferred to Store
Ship "Supply" at his own request
Lieut. W.H.H. Crabb, Sloop 7th 1860. to "San Jacinto"
2d Lieut. of Marines John L. Swann Dec 1, 1859
to San Jacinto.
Assistant Surgeon J.C. Semple Sloop 7th 1860 to the
"Supply".

Steamer "San Jacinto"

Capt Wm M. Armstrong, Nov 28th 1859 Superintendent

Lieut. Edward Lowden 2nd Regt Md. Volunteers, Dec 16th 1850 to
Lieut. Col. 1st Regt. Md. Volunteers.

Lieut. H. R. Shaaff Co. A 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. Wm. C. Schaeffer Co. A 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. J. F. Logan Co. D 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. Jacob C. Clauss Co. A 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. Jacob Geiger Co. F 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. Chas. Bruck Co. F 1st Regt Md. Vols. Jan 6th 1851 to Resigned

Lieut. Co. Jas. M. Hinshaw Co. A 1st Regt Md. Vols. Jan 6th 1851 to Co. Major 2nd Regt Md. Vols.

Lieut. Wm. H. Fitzgerald Co. A 1st Regt Md. Vols. Jan 6th 1851 to Brevet Major

Lieut. Co. A. M. P. Hinshaw Co. A 1st Regt Md. Vols. Jan 6th 1851 to Co. Major 2nd Regt Md. Vols.

Lieut. Col. Edward Lowden 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Jas. M. Hinshaw 2nd Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Wm. H. Fitzgerald 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Jacob Geiger 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Jacob C. Clauss 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Wm. C. Schaeffer 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. H. R. Shaaff 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. Chas. Bruck 1st Regt Md. Vols. Jan 6th 1851 to Brig. Gen. Vols.

Lieut. Col. J. F. Logan 1st

Stock Album.

Presented to Miss Emma Parkinson

by

Her Cousin

Caroline A. S. Hoffman

Philadelphia

1860

G. Mch 31.

See enclosure
for clarification

	Brig											
ded												
28	Constellation											
24	"											
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27	"						3					
15	"	"	"				10					
21	"											
18	Fortaleza											
28	"	"	Arpeuia				23					
14	"											
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25	"											
20	"											
28	"											
13	"											
14	"	"	American									
24	"						24					
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19	Marion											
14	"											
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1	Sumpter											
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18	"											
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U. S. Ship of War Saratoga
Off Key West, Dec 31st 1847

Sir

You will proceed to Tampico without delay, and on your arrival there, report yourself to Commodore Connor, and deliver to him the Despatches which you have in charge from the Department. You will then proceed to Vera Cruz, and deliver the Despatches which you have in charge from the Department to Commodore Perry, and return to Tampico, and report yourself to Commodore Connor. You will then proceed to Pensacola, and deliver the Despatches which you have in charge from the Department to Commodore Conner, and return to Tampico, and report yourself to Commodore Connor

Copy.

U. S. Frig[illegible] [illegible]
At Egmont Key Fla
January 5th 1863

Sir

I have to report that on the 4th Steamer "Sallie" Master [illegible] under my command left Tampa for [illegible]

Sir

In the discharge of my duty I have endeavored faithfully to carry out your Commands, and the directions and procedure of that Branch of the Service [illegible]

The Steamer Sallie [illegible] Tampa Bay, [illegible] Vessels according your wishes, Master Engineer Commanding your Vessel [illegible]

Good will be evinced [illegible] to your Safety and Expeditious discharge of the [illegible] Steamer [illegible] Position of trust, which [illegible] will with pleasure and Ability.

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Very Obt
[illegible]

Lieut.
A. K. Hawkes,
late Lieut. Commanding
U. S. Steamer [illegible]

True copy, [illegible]
Very Obt Servt

Copy.

U. S. Flag Ship Constitution
Off Cabenda December 20th 1860

Sir.

I have received the Steamer Vengeance and Mystic your report of the 20th instant. dated "Porto Coiai, which is satisfactory.

As you must now send to Loanda the Flag Ship & Celtic for provisions and as you can be very much wanted at Loanda, I request you will proceed there with the Vengeance & Mystic, and on the arrival of the Celtic, you will proceed to the Coast from Chinguinba to the South & Eastward of the South, those ports will be visited by the Celtic, are already supplied in Shipping Articles.

You will continue there & cruise as you are ordered by one of the Steamers & return to Loanda for that duty, and if you are not relieved by the time your provision is nearly exhausted say 1st February 1861, you will proceed to Loanda, where you will find the Flag Ship or further orders, in the absence of both, you will fill provision and water, and sail by the 20th February to resume your cruising as now directed.

You will afterwards return to Loanda, not later than the 15th March, when you will provide not more than 4 months provision, and fill up your water, with a view to the receipt of orders for your return to the U. S.

Herewith is enclosed a copy of my general

Commander
T. H. Brent,
U. S. Ship Marion

&c &c &c

general Order in relation to Slavers and the captured thereof. Also a list of such vessels.

Very Respectfully
Your Obt. Servt.

[Signed] Wm. Inman
Navy Office
Comdg. U.S. African Squadron

[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

Copy.

U. S. Flag Ship Constitution
St Paul de Loanda
January 7th, 1861.

Sir,

You are appointed to command the U. S. Steamer San Jacinto, a position of much greater consequence than the one you relinquish in the Dolphin.

You have been actively engaged in the latter vessel, during the last three months, on service at a distance from the Commander in Chief, by whom you have been intrusted with much that was especial and confidential, in addition to the general service of the squadron.

I feel it a duty to convey to you, my appreciation of the Conduct and exertions of your late command. The intelligence and discretion you have evinced in the performance of the various duties I have confided to you, deserve commendation.

I feel assured that I can thus rely upon you at all times. I doubt not that you will be equally successful in your new appointment upon which I congratulate you.

I am very respectfully
Your Obt Servt
Wm Inman

(Signed)
Flag Officer
Comdg U.S. African Squadron.

Lieut Comdg
Wm F. Armstrong
U. S. Steamer San Jacinto
Loanda

Copy.

16. S. Flag Ship Constitution
St Paul de Loanda
January 7th. 1850.

Sir,

Lieut. Comdg Chas. Wilkes Lennon, will deliver over to his duly appointed successor.

You will transfer to his charge the money, property and accounts of that Vessel.

I am

Very Respectfully
Your Obt Servt

(Signed) Flag Officer
Comdg U. S. Naval Forces

Lieut Comdg
James Armstrong
U. S. Steamer Examiner

2nd

Copy

Flag Officer
Comdg U. S. Naval Forces

Copy

U. S. Ship Constellation
St Paul de Loanda
January 7th 1861

Sir

You will relieve Lieut. Comdg. James F. Armstrong as Purser of the Sumpter, until otherwise ordered you will perform those duties, and you will receive from Lieut Comdg. Armstrong the money papers and accounts.

I am,
Very Respectfully
Your Obt Servt
(Signed) Jno Inman
Actg Captain
Comdg U. S. Steam Sloop Constellation.

Lieut Comdg.
Charles F. M. Scruggs
Comdg U.S. Steamer Sumpter.
Loanda

True Copy
Wm Gibbons Hunt
Actg Master U.S. Navy

End

Copy.

U. S. Flag Ship Constellation
St Jago de Cuba.
January 11th 1862.

Sir.

On receipt hereof you will make the best of your way to this port, where you will remain until further orders.

In my absence you will find orders on board the Store Ship Supply, or with Mr Mills the Commercial Agent, if the Supply has sailed.

I am
Very Respectfully
Your Obt Servt
Wm Inman
(signed) Flag Officer
Comdg U. S. Naval Squadron.

Commander
S. H. Dent.
U. S. Ship Marion.

Extract
Robertson Barnes
Flag Officers Secretary

H. M. Brig "Sir Lowry Winkelman"
at Table Bay
January 7th 1860.

Sir.

You will proceed to Sea with the Transports under your Convoy as soon as possible after receipt of this Order, and you will direct the Masters of the Transports to keep Company with you during the Passage to Natal.

The Masters of Transports have been directed to keep Company with you during the Passage to Natal. You will not allow any Vessel to separate from you on any account whatever, and you will be careful to keep your Convoy together as much as possible during the Night. If you do not receive notice to the contrary you will consider the Transport "Mauritius" to be under your Orders. After you reach the Natal Coast you will cause a Gun to be fired as a Signal for the Transports to anchor, and you will receive further Orders. And you will not fail to be at Durnford Point by 10 A.M. on Monday next, when you will report to me. If you fall in with the "Sphinx" or "Simoom" you will keep as near me, & endeavour to join me without losing sight of the Transports.

They have already orders.

I am Sir your obedient Servant
Signed Wm. Winniett
Navy Agent
Victualling Office Simons Town

To John Colthorn,
Master of H. M. Ship "Portsmouth"

Copy.

U. S. Navy Yard Constitution
St Paul de Loanda
January 14th 1862.

Sir,

You will proceed with the U.S. Steamer Dumpfee, under your command to the Coast of Africa for the purpose of enforcing the Slave Laws of the United States.

You will keep a constant look out for the Enemy, & should you meet with or be engaged by the Slave Vessels, you may chase them and attempt to capture them, if you find it necessary.

Except when in Chase unless otherwise directed you will consume as few coals as possible, not exceeding 5 or 6 tons of coal per day, which will give the Steamer an average speed of 5 knots per hour.

On your arrival at Loanda you will forthwith advise the U.S. Agent and Consul, or if he is absent his representative of the exact quantity of coal you have to fill up with, you will do as promptly as possible employing for that purpose all your Steamer in loading, towing and every duty connected therewith, except hoisting on board. In the meantime you will inform your Agent & the British Consul and Coal Master from whom you will inform yourself of all details as to the Mails due 28th inst. So that you may understand how to manage advantageously to receive them without delay, while under way after they arrive in the harbor.

Lieut. Comdg. Charles J. McGregor

Comdg U.S. Steamer Dumpfee

Loanda.

You will pay the bills of expenses for Catt
coal, which bills will show the amount
receive also the amount estimated to be
necessary on board, after you have take
coal. One copy of those bills will be se
the Commander-in-Chief upon your
to his Secretary or with your other
when he may be absent.

Receipts being this is a Secret
as to postage a copy of which is furnish
Mr. Hutchinson, to whom you will supply th
bags he may need, receiving to receive the
or two just before sailing, the remain
you will retain on board and report the
number of same on your return letter.

As soon as your coal is filled with
should be on 8th days the 24th, you will
over near the "Sampler" outside the bar
and anchor to leeward of the ship
you have an exchange Captain Coe, who
"Sampler" will supply on a future visit.

Examine on your first visit to the
Hutchinson, on what day the Mail is
is due, and when that time is near
hand you will light your fires over
ready to enter the port with the Mail
which you will be.

If any passengers (Officers) are sh
a board, having their outside mess
provisions, you will, without loss of t
place those passengers and their baggage
on board the Mail Steamer as she
ship may pass, you will at the same
receive all the Mails for the Squadron
in Her Majesty's Service, if Mr Hutch

desire be sent such. Then last you will direct
to any of H. M. ships vessels you meet on your
way back, unless they may require you to bring
them to this place.

After you have Separated from
take on coal receive, in broad daylight
assort the Mails into separate bags to be
labelled for the several vessels of the Squadron,
but this you must do so speedily, and in
the greatest care to prevent loss and confu-
sion. Seeing this yourself each time
will be called for the proper distribution,
when have the labelled bags will serve
as a direction any such to the proper vessel,
you meet them on your return.

You will quickly settle with the Master of each
vessel, the account for any postage you may
have paid, which you will prepare while
assorting the Mails at sea.

If you meet the "Mystic," "Alarm,"
"Increase" or "Albacore" you will inform your-
self if such vessel has been in Company with
the Flag Ship, since last September, and if
you will deliver to him one of the orders in the
Commander of such Vessel, to make the best of
his way, for Bermuda to this place.

You will comply with the strict tenor
of these orders from which you will not
diverge, by the command of any Officer, or
the commencement of any reason.

I am Your Respectfully
Your Obt. Servt.
(Signed) Wm Thomas
Navy Office
Secretary to Admiralty

Duplicate.

54. U. S. Flag Ship "Constitution"
At Anchor in Lorenzo
January 14th 1866.

Sir:

I transmit herewith to the Department, by Lieut. Edward Anderson, bearer of dispatches, an account of the entire transactions of the Squadron, including all reports, copies of orders and duplicates of correspondence &c, up to this date.

The Vessels are now distributed as follows, viz. The Flag Ship at Lorenzo, the "Sacramento" Sailed for Cadiz, the "Portsmouth" cruising in the vicinity of the "Marion," and Store Ship, the "Supply" remaining on her way hither, the "Justice" gone to Pt. Praya, and detained, and the "Lancaster" on the vicinity sailing for Fernando Po, with and for the mails due there 28th instant. The "Wyoming" has not yet appeared. The "Supply" is being discharged, with aid from the Flag Ship.

My arrangements for the Squadron will be as follows, viz,— About the 20th of January the Flag Ship will commence to receive, on her way to the Coast, and will receive at West Bay, Princes Island, the Commands of the Department, due at Fernando Po 28th February. The "Constitution" will then proceed to Porto Praia, to take on board the ammunition, provisions and stores remaining there, after which she will sail for Funchal, Madeira, to arrive about the first of next May.

Between this date and the 28th of February if time and my other duties permit, the Constitution will

Hon.

Isaac Toucey
Secretary of the Navy
Washington, D.C.

Duplicate.

154. U. S. Flag Ship "Constellation"
At Playa de Lomellas
January 14th, 1866.

Sir:

I transmit herewith to the Department, by Lieut. Edward Simpson, bearer of dispatches, the account of the entire receipts of the squadron, including all sports, together with vouchers and duplicates of correspondence &c, appertaining to the same.

The vessels are now distributed as follows, viz: The Flag ship at Lomita, the "Lackawanna" at Magdalena, the "Cortlandt" cruising on the coast, the "Marion" at San Quintin, the "Saginaw" cruising on the coast of Lower California, the "Mystic" gone to Victoria, V.I. returned, and the "Lancaster" on the coast of Mexico for Fernando Po, Africa and for the mails due there 28th instant. The "Shenandoah" has not yet appeared in the "Suffolk" is being dismantled, with aid from the Flag Ship.

My arrangements for the squadron will be as follows, viz:- About the 20th of January the Flag ship will commence to cruise, on the way to the coast, and will receive at West Bay, Clipperton Island, the Commands of the Department, thus at Fernando Po 28th February. The "Constellation" will then proceed to Hilo Hawaii, to take on board the same Specie & provisions and stores remaining there; after which she will sail for Honolulu, Sandwich Islands, to arrive about the 1st of next May.

Between this date and the 28th of February, if time and my other duties permit, the "Constellation" will

Hon.
Isaac Toucey
Secretary of the Navy
Washington, D.C.

will visit Little Fish Bay, in about 15° South Latitude

The Enterprise will return here for orders by the 10th of February, after which she will cruise as long until the 20th of March, when she will be ready for provisions and the Surgeon from Sea. After which she will proceed to Cape Lahe the balance of the good provisions and stores remaining on board, and survey, Condemn and dispose of the remainder. She will then call at Porto Praia, & Vincent, for mails; after which she will proceed to Montevideo, which she left early in June 1859. Her Commander, Lieut Commdg Lake, has requested permission to take leave home about the 1st of June - thinking about 11 months of absence, most of that time cruising actively on the South Coast

The Marion will probably soon arrive, and be provisioned here. After which she will resume her cruising on the South Coast, where a Point will be awarded for her to receive her orders to, either home, soon after which may arrive, on the 15th of any of the coming months. I understand that she will have been abroad two years, about the 1st of May next April.

I send the Princeton daily, and will immediately dispatch her to Boston, United States in obedience to your order.

Having no advices at the North, the "Mystic," "Dolphin" and "Mohican," Steamers, will divide between them the line of Coast, 800 miles upon which they will cruise, from the Equator to this place, where they will receive Coal and provisions when wanted. One of them will alternate with the others in receiving at Fernando Po, on the 28th of each month, the mails. At the same time that they ship have a supply of coal.

If necessary for health, they will alternately visit Little Fish Bay, to recruit. I have just learned that that port can furnish the fresh supplies needed; and I hope soon to visit it, to verify the statement.

As I propose to be at Monrovia, Liberia, on the 1st of May next, I respectfully request that duplicates of the Orders of the Department, dating the 1st of June, including, may be sent to that place.

In obedience to your instructions, I have advised the Bureau of Provisions and Clothing and Construction, of the wants of the Squadron, & have limited the latter Bureau of the indispensable necessity for sending out four more lighters, of capacity to carry 15 tons of Coal &c. These lighters may be brought out in Store and Coal Ships, as if Items for this port and have to Fernando Po. These ports are so secure and quiet that the lighters would be safe from damage by rough weather. They would last a long time, and would form a Reserve of Coal enough to cover their Cost.

I am,
Very respectfully
Your Obt. Svt.
John Rodgers
Flag Officer,
Comdg U. S. African Squadron.

1 / 1

"Duplicate"

U. S. Flag Ship "Constellation"
Port de Spezia
January 13th 1861

Sir:

I have the honor to report that I have to day appointed Wm. Young Boatswain of the "Constellation" & pray a warrant be issued & confirmation of the Navy Department.

Mr. Young late Boy & Boatswain's Mate in the Navy, is a sober and steady man, of experience & ability in his Capacity. He has prepared himself for the duty of Boatswain and is recommended upon examination by Captain Stringham and the Commissioned Officers of the Constellation.

Mr. Young has always sustained a good character during 20 years of service in the Navy.

The Surgeon reports satisfactorily of his physical examination.

I am, Sir,
Very respectfully,
Your obt. Servt.

John Rowan

Flag Officer,
Commdg U. S. Naval Forces

Hon.
Gideon Welles,
Secretary of the Navy,
Washington
D. C.

Rec'd at S. D. [illegible] 1861
Acted upon & re. [illegible]
Warrant issued [illegible]
[illegible]

answ
22 Mar 18[illegible]

J. (March 14 Ho[illegible]

U. S. Ship Onio's Receptacle
Port Clarence Straits,
January 15th 1860.

I have the honor to address you
Lieutenant, Medal Service, December 15th 1859;
per Barque "Onward" from Francisco
ber 17th 1859, for Orion; dispatches per
Brig "Helvia" at Port Clarence 21st 1859.
with, herewith, copies of my letter of demand,
to the H.B. Government Agent, Person in
Charge of the Fusiliers, to the Second
Captain and Acting of the Barque "Union",
to Master Cook, dispatched, without delay on
ing by Light Steamer "Fanta", the Orion
ing on board of Steamer, copies of
Private Journal, my letter of instructions,
Lieut. Commdg Le Clerc of the "Mystic", under
ing on that service, on the 14th January 1860.

I have the honor to report, the return
the "Mystic" to day. Lieut. Commdg Le Clerc, has
successfully performed, the duty Assigned him,
having brought the prisoners demanded, also all
passengers to this Coast, the Launch, Steamer
the "Fanta" and 14 officers and Men Conducted
Barque "Union" to St. Francisco.

The persons demanded and surrendered,
Thomas Morgan Captain, and William
Irving and Edgar A. Chamberlain, Mates
the "Union", were suspected to regard
Instigation, at St. Michaels, upon Officers and
ing, to the Commander of the "Mystic";

And

Isaac Toucey
Secretary of the Navy,
Washington, D.C.

[illegible] England, on board the "Flag Ship," Bay of Islands, in the Province of New Ulster, in the Colony of New Munster, on the [illegible] day of [illegible] in the year of our Lord one thousand eight hundred and forty-one, before me, [illegible] Esquire, Lieutenant Governor of the Province of New Ulster aforesaid, and one of Her Majesty's Justices of the Peace for the said Province, personally came and appeared [illegible] Captain of the Ship or Vessel called the "Union," of the Port of [illegible] in the Province of New Munster aforesaid, and [illegible] Mate of the said Ship or Vessel, who being duly sworn upon the Holy Evangelists of Almighty God, did depose and say as follows, that is to say:

That the said Ship or Vessel called the "Union" is the property of Her Majesty the Queen, and is employed in the Service of Her Majesty, and is now under the command of this Deponent, as Captain thereof.

That the said Ship or Vessel called the "Union" sailed from the Port of [illegible] in the Province of New Munster aforesaid, on the [illegible] day of [illegible] last, bound to the Bay of Islands, in the Province of New Ulster aforesaid, and arrived at the Bay of Islands aforesaid, on the [illegible] day of [illegible] last.

That on the [illegible] day of [illegible] last, while the said Ship or Vessel called the "Union" was lying at anchor in the Bay of Islands aforesaid, and while this Deponent was on board thereof, in the execution of his duty as Captain thereof, the Ship or Vessel called the "Flying Fish," of the Port of [illegible] in the Province of New Munster aforesaid, and [illegible] Mate of the said Ship or Vessel called the "Flying Fish," and [illegible] Seamen belonging to the said Ship or Vessel called the "Flying Fish," were found on board the said Ship or Vessel called the "Union," and were taken out of the said Ship or Vessel called the "Union" by the Officers and Crew of the said Ship or Vessel called the "Flying Fish," and were carried on board the said Ship or Vessel called the "Flying Fish."

That the said [illegible] Seamen belonging to the said Ship or Vessel called the "Flying Fish," were found on board the said Ship or Vessel called the "Union" by this Deponent, and by the Officers and Crew of the said Ship or Vessel called the "Union," previous to the Capture, will come in the same Vessel as Witnesses.

The evidence of personal identity of these persons, and of their having been taken, from the said vessel, is complete; as will appear, by the papers submitted herewith, viz.

Official report of the capture, by Lieut. Commander [illegible] of the "Flying Fish" marked D.

Extract from the Log-book, of the "Union" on the day of the Capture, [illegible] Easter, marked E.

Report, on Service, of Lieut. Conolly, to Log, marked C.

Letter to Governor, Sir Thurmond Hay, from Lieut. Conolly, Le Hay, reporting authenticated copy of proceedings of Court of Vice-Admiralty, in the Case of the "Virgin," marked A.

Proceedings and Condemnation, of Vessel in Vice Admiralty Court, marked A'

Report of examination, and Depositions against, Captain and Mates of the "Union," pending in their delivery, to the Authorities, of the United States marked, G.

Order, with Seal of the Governor, Commanding Officer, of the persons, of Captain Morgan, and Mates Williams

— Downing

[illegible] Lieut. Conolly to Sir Thurmond Hay, [illegible] Officer Seaman, stating grounds on the [illegible] with requisition of the latter, marked I.

Letter from Lieut. Conolly to Sir Thurmond Hay, in reference to the [illegible] of the Officers, prisoners, [illegible] notes; the "Union" marked, B.

Shipping Articles, Register, Bill of Sale, Certificate, Clearance, Bill of Health, Log Book, signed on the high Seas, marked K.

The Whole, consisting of nine Documents, and one Sealed Package of Papers.

Therefore, I, on behalf and in the name of Her Majesty the Queen, and in the exercise of the Jurisdiction, and Authority, in Her Majesty's Court of Vice-Admiralty, of the Province of New Ulster aforesaid, do hereby claim, and demand, that the said Ship or Vessel called the "Union," and her Cargo, be condemned, as lawful Prize of War, to Her Majesty the Queen, and Her Successors, for the use of Her Majesty, and of the Officers and Crew of the said Ship or Vessel called the "Flying Fish," and of the Officers and Crew of the said Ship or Vessel called the "Union," previous to the Capture, according to the Rules, Orders, and Regulations, in that behalf, established by the Lords Commissioners of the Admiralty, of Great Britain and Ireland, for the Government of Her Majesty's Navy, and the Distribution of Prize Money, arising from Captures, made by Her Majesty's Ships of War, and their Crews, and other Vessels, acting under the Orders, and Command of Her Majesty's Navy, and that Costs, and Expenses, may be awarded to me, out of the said Ship or Vessel called the "Union," and her Cargo, for the Benefit

Cadiz
22 Mar

No. 6.

Sir,

I have the honor to acknowledge the receipt of your communication of the 15th instant, with the accompanying papers, relative to the case of the Spanish Bark [illegible]

I have directed the Commander of the Gun-Vessel [illegible] to proceed to the Straits of Gibraltar, and to look out for the Bark [illegible] and, should circumstances and the absence of the Spanish Cruiser render it necessary, to detain her, and bring her into this port for adjudication.

I have also written to the Consul at Tangier, requesting him to obtain the necessary evidence, and to forward it to this Consulate.

I have the honor to be, Sir,
Your obedient
humble servant,
U. S. Vice Consul

E.

E.

Wednesday Dec 31st 1839.

Took charge of the Barque Diana and Italian Ambassador with the crew to the No of 155 Persons on board, pursuant to order from Lieut Commander Simpson of H. B. Steamer "Pluto" ——

I certify that the above is a true and faithfull copy of the Log of the Barque Prize No 2. to the 16. 15. 16. Steamer "Pluto"

W. Ramsay
Officer in charge of Prize

I certify that I witnessed the signature of B. W. Lamb and recognised him as the Prize Officer in charge of the above Barque mentioned Badged ——

Martin E. Wardlaw.
Acty Masters Mate
H. B. Steamer "Mystic"

H. M. Steamer Barracouta
at Sea 13th March 1861.

Sir

I have the honor to report having left Port Elizabeth at noon on the night of the 14th Inst. and arrived at Table Bay at 6 o'clock on the morning of the 21st at 6 o'clock this morning I have the honor to inform you that Captain of the "Prince" & all on board are well upon the Arrival of the Mail Steamer from England the Officers & crew of the "Prince" Consisting of 130 men were conveyed from Sea to Bay & landed at the Docks in safety & proceeded to the Barracks in Cape Town. The Residence of the Governor & Head Quarters of the Cape Mounted Rifle Regt, upon Receipt of which I received instructions from Sir G. Grey to proceed to Simons Bay & land the Officers & Men of the Regiment & their Baggage & Horses & proceed to Cape Town with the Remainder of the Regiment & Head Quarters.

On Saturday morning the 24th Inst. about Eight o'clock the "Prince" arrived & before the Anchor was dropped the Police Boat boarded her & gave Captain [illegible] the Letter from Sir G. Grey requesting that the Regiment should land at once. All Hands were then employed in getting the Baggage & Horses on board the Police Boat & Lighters after both which were loaded the Police Boat & Lighters proceeded to the Docks where they arrived at 10 o'clock when the Regiment & Horses were landed without accident.

Passengers
from Funchal to Cork when Vessels may
Confidential Signals Mem.

The Packet was surrendered to Tuesday
2nd Dec. but owing to the further Wounded
of the Capt. & 1st Mate was further Commanded
to Friday 3rd Dec. & then the Provisions were
found & the Passengers informed that Instructions
had been received & they should
be handed over to me to Land in the Forenoon
Should wind the Prevailing Order
On the 2nd Dec. Sent Duplicate Rate Received
Ltr & the Governor -

On the 3rd Early the Pilot came up before
the Admiralty Court & the "Nisi" Ltr Con-
-demned -

On Tuesday 3rd Early Called on the Gover-
-nor my Parting respects & Thank him.

On Thursday 5th Early the Prisoners Thos
Burden (late Captain) Jackson & Byron & Cham-
-berlain 1st Mate & Bm Hemming 2nd Mate
were delivered over to me - to Land as the
Prisoners respectively Committed with their Case
three hundred Copies, Paddington Note
Marked A to the Governor & all three
(3) from Jail St Helena.

Offered Passage to Midshipmen the Royal
Engineer Officer with his Corps of 14 Men Cook
& the Cook, which was accepted & Expected

Khan - Fallen in her to the N.W. Monsoon
Khan, but there is hoped being for
that Purpose Shipped they Could be fall
in with the Coast & left to the S.E.
Shakes hands but, failing to make Passage
them with the Trade Winds
Should in Calculating the Accommodation to
Steerage of H.M. Ships in this Trade, Fill
Mid-berth, Gun Deck -

In returning from St Helena Khan has com-
-plied to the best Knowledge how your Instructions
having been delayed so much beyond the
Expectations & some portions of the Instruc-
-tions arriving that being Compelled the
Expenditure which I deemed bound to Sanc-
-tion & bring back the Troops

I am gratified in being enabled to Inform
you of the great Satisfaction the Expected Royal
Visit to St Helena has diffused in the
Minds of the Community - which has been
Increased by this Step of your Commanding Officer
& his Staff the Most Hospitable & Kind Recep-
-tion given you for the Completion of the Work
Ordered & so promptly Carrying out -

In Conclusion I cannot sufficiently express
my Sense of the Cordial Hospitality & Friendly
Feelings evinced in all Occasions by Sir
Hudson Lowe Bart & the Various Authorities
& Inhabitants of St Helena towards the Troops

Respectfully
submitted to the Board for the information of their Lordships
a Successful issue the object of your Memorialist.

Your Memorialist Mr. Wm. Mitchell has exceeded in his efforts to facilitate the wishes of Government under many disadvantages for his character & efficient Co-operation.

I have the honor to be
Your Memorialist Obedt. Servt.
Wm. Mitchell
Lt. Coast Guard

Navy Office
Mr. Chambers to Mr. Mitchell
Board of Admiralty Office
Coast Guard Office

Accompanying Claim the honor to forward the Documents relative to the case of the late Barque "Orion" &c.

Respectfully
Wm. Mitchell
Lt. Coast Guard

H.M. Steam Sloop "Alert"
at Helena Dec. 26th 1839.

To His Excy
Sir Drummond Hay
Governor &c &c &c Tangier

Sir,

The Barque "Orion" prize to H.M.S. "Pluto" was seized some months since by the Lieut. Master and sent to the U States upon suspicion of being engaged in the Slave trade, but from want of sufficient evidence the case was decided by the Court before whom the case was brought by Lieut. Mitchell for damages to a large amount have been brought against the Commander of the "Marion" & decreeing the proceedings before the Court of Admiralty, with its decision would have an influence bearing (particularly as Lieut. Mitchell the "Orion" was under bonds not to engage in the Slave trade when cleared by the Custom House at New York on their last voyage) upon this Claim for damages — If not informal may I request to be furnished with the Authenticated Copy of the proceedings and the decision of the Court of Admiralty in the case when pending —

I have the honor to be
Your respectfully
Wm. Mitchell
Lt. Coast Guard
H.M.S. Alert

In the Vice Admiralty Court of Saint Helena

Copy of Proceedings in the case of the Queen against the Barque or Vessel, name and nation unknown, whereof Thomas Morgan was master, seized as liable to forfeiture by Cortland Herbert Simpson Esquire, Lieutenant Commanding Her Majesty's Steam Vessel "Styx".

Extracted from the Registry of the Vice Admiralty Court of Saint Helena. —

In the Vice Admiralty Court of Saint Helena.

Our Sovereign Lady the Queen against the Bark or Vessel name and nation unknown whereof Thomas Morgan lately was master tackle apparel and furniture and the cargo laden on board thereof, taken and seized by Cortland Herbert Simpson Esquire a Lieutenant in Her Majestys Navy and Commanding Her Majestys Steam Vessel "Pluto." —

Appeared personally William Robert Lamb Gunner of and belonging to Her Majestys Steam Vessel "Pluto" whereof Cortland Herbert Simpson Esquire Lieutenant in Her Majestys Navy is Commander, and being duly sworn made oath (and said That on and before the thirteenth day of November one thousand eight hundred and fifty nine the said Cortland Herbert Simpson was duly authorized and empowered according the Provisions contained in an Act of Parliament made and passed in a

Session of Parliament held in the 2nd & 3rd. years of the Reign of Her Majesty Queen Victoria entitled an Act for the suppression of the Slave Trade and by authority from the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland to make seizures of Vessels engaged in the Slave Trade not being entitled to the protection of the flag of any State or nation.

And this deponent further said that on the said thirtieth day of November he this deponent was on board of Her Majesty's Steam Vessel "Pluto" off the West Coast of Africa in Latitude 4. 15. South and Longitude 9. 30 East. That at daylight on the morning of the said thirtieth day of November he this deponent together with many other persons on board of Her Majesty's said Steam Vessel observed a Barque or Vessel distant about six miles with all Sail set standing to the Northward - And this deponent further said that immediately the said Barque or Vessel was observed the said Courland Herbert Simpson ordered the Steam to be got up and in and with Her Majesty's said Steam Vessel went in Chase of

the said Barque or Vessel. and this Deponent further said that about 8 o'Clock on the morning of the said thirtieth day of November Her Majesty's said Steam Vessel having approached within boarding distance of the said Barque or Vessel, the said Cortland Herbert Simpson in and with the said Gig or Boat of and belonging to Her Majesty's said Steam Vessel proceeded on board of the said Barque or Vessel, and this Deponent further said that about ten minutes after the said Cortland Herbert Simpson had left Her Majesty's said Steam Vessel in the said Gig or Boat, he the said Cortland Herbert Simpson sent the said Gig or Boat back to Her Majesty's said Steam Vessel - and this Deponent further said that he this Deponent in obedience to orders received from the said Cortland Herbert Simpson proceeded on board of the said Barque or Vessel in and with the said Gig or Boat, and this Deponent further said that the said Cortland Herbert Simpson and he this Deponent searched (and examined) the said Barque or Vessel and that neither the said Cortland Herbert Simpson or he this Deponent or any other person to the best of his

his Deponents Knowledge and belief found any papers documents or colors of any discription whatever on board of the said Barque or Vessel – And this Deponent further said that at the time he this Deponent and the said Cortland Herbert Simpson searched and examined the said Barque or Vessel, the said Barque or Vessel had on board six hundred and seventy four male and Two hundred female negroes and this Deponent further said, that the said Barque or Vessel had a large quantity of Spare plank marked and fitted for the purpose of being laid down as a Second or Slave deck, that the said Barque or Vessel had large hatches with open gratings instead of the close hatches which are usual in merchant Vessels that the said Barque or Vessel had in addition to the open or grating hatches large openings cut on each side of the deck forward and aft about four feet long and one foot wide for the purpose of giving lights and air below, the said openings not being usual in merchant vessels that the said Barque or Vessel had an extraordinary number of Water Casks containing ~~a great~~ a greater quantity of water than was requisite for

the use of the crew of the Vessel as a Merchant
Vessel and that no certificate was produced or
found from the Custom House of the place from
which the said Barque or Vessel had cleared
outwards stating that sufficient security had
been given that the said Water Casks should
only be used for purposes of lawful commerce,
that the said Barque or Vessel had a large
Cooking Apparatus with a large Boiler affixed
thereto the said Cooking apparatus or the said
Boiler being considerably larger than was requisite
for the use of the crew of the Vessel as a Merchant
Vessel that the said Barque or Vessel had a large
quantity of Rice Biscuit and Salted Beef and Pork
considerably beyond what could possibly be requisite
for the use of the crew of the Vessel as a Merchant
Vessel the said Rice Biscuit and Salted Beef and
Pork not being entered on any Manifest as part of
the Cargo trade, and this Deponent further said
that the crew of the said Barque or Vessel consisted
of twenty two persons which said twenty two persons
were to the best of his this Deponents knowledge and
belief Americans, Spaniards and Portuguese and
this Deponent further said that in addition to the
said crew, there were three other persons on board
of the said Barque or Vessel and that the said

three persons stated to the said Courtland Herbert Simpson in his this Deponents hearing that they were passengers And this Deponent further said that the said Courtland Herbert Simpson on the said thirtieth day of November seized the said Barque or Vessel as being equipped for and engaged in the Slave Trade - And this Deponent further said that the said Courtland Herbert Simpson on the said day caused to be removed from the said Barque or Vessel to His Majesty's said Steam Vessel Firebrand fourteen persons out of the said twenty two persons composing the crew of the said Barque or Vessel together with the three passengers found on board of the said Barque or Vessel for the purpose of landing them at Kabenda on the West Coast of Africa - And this Deponent further said that he this deponent in obedience to orders received from the said Courtland Herbert Simpson took charge of the said Barque or Vessel with the said six hundred and seventy four male and two hundred female negroes together with the masters and two mates of and belonging to the said Barque or Vessel on the said thirtieth day of November and did sail in and with the said Barque or Vessel on the said thirtieth day of November with the said six

hundred and seventy four Male and Two hundred
female Negroes and the said Master and two
Mates of and belonging to the said Barque or Vessel
on board of the said Barque or Vessel from off the
West Coast of Africa for the Island of Saint Helena
and did arrive in and with the said Barque or
Vessel at the said Island on the twenty fourth
day of December one thousand eight hundred and
fifty nine with five hundred and sixty six
surviving Male and one hundred and sixty two
surviving female Negroes and the said Master
and two Mates on board of the said Barque or
Vessel. and this Deponent further said that between
the date of the seizure of the said Barque or
Vessel and the date of his this Deponents arrival
in and with the said Barque or Vessel at the
Island of Saint Helena One hundred and eight
Male and thirty eight female Negroes died. And
this Deponent further said that on the said
twenty fourth day of December he this Deponent
delivered into the charge of the Superintendant of
the Liberated African Establishment at the said
Island the said five hundred and sixty six surviving

Male and one hundred and sixty two surviving female negroes—

Signed: W Rd Lamb

On the twenty sixth day of December one thousand eight hundred and fifty nine the beforementioned William Robert Lambe was duly sworn to the truth of the foregoing affidavit before me.

Signed, W. Wilde.

Judge of the Vice Admiralty Court.

Extracted from the Registry of the Vice Admiralty Court of Saint Helena.

On Monday the 26th day of December 1839.

Queen V. Barque or Vessel, name and nation unknown,
Thomas Morgan master siezed with
874 Slaves by H.M.S.V. "Pluto"
C.H. Simpson Esqre Lt. Commandr

Appeared personally William Robert Lamb
Gunner of and belonging to Her Majestys Steam
Vessel Pluto and being duly sworn made
affidavit of the seizure of the said Barque, with
six hundred and seventy four male Slaves and
two hundred female Slaves on board of whom
five hundred and sixty six male Slaves and
one hundred and sixty two female Slaves,
surviving, arrived at St. Helena and were
delivered into the charge of the Superintendant
of the Liberated African Establishment on the
24th day of December 1839.

Ninpe exhibited for our Sovereign Lady the

Queen and brought in the said affidavit, and prayed and the Judge at his petition decreed the usual monition -

Signed Jno. H. Simon
Registar

Victoria by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, To Henry Mapleton Esquire, Marshal of our Vice Admiralty Court of the Island of Saint Helena and to his Deputy whomsoever Greeting. —

Whereas our Beloved the Worshipful William Wilde Esquire, Judge and Commissary of our said Court, lawfully constituted and appointed in a certain cause or business of forfeiture moved and prosecuted before him in our said Court in our behalf against a certain Barque or Vessel name and nation unknown, whereof Thomas Morgan was master, her tackle apparel and furniture and six hundred and seventy four male Slaves and two hundred female Slaves, now or lately on board the same, taken and seized by Her Majesty's Steam Vessel "Pluto" Cuthbert Herbert Simpson Esquire, Lieutenant Commanding and brought to Saint Helena, and against all persons in general, having or pretending to have any right title or interest therein rightly and

duly proceeding at the petition of the Proctor on our behalf hath decreed Thomas Morgan, the master of the said Barque or Vessel name and nation unknown, in Specialt, and all persons in general who have or pretend to have any right title or interest in the said Barque or Vessel, her tackle apparel and furniture and the said Six hundred and seventy ~~four~~ male Slaves and one hundred and ninety eight female Slaves, to be monished cited and called to Judgment (Justice so requiring); We do therefore charge and command you, jointly and severally that you omit not, by reason of any liberty or franchise, but that you monish or cause to be monished, peremptorily (and personally the said Thomas Morgan whom also we monish by virtue of these presents, and that by affixing these presents in some conspicuous part of the Court House of our said Vice Admiralty Court in our City of James Town in our said Island of Saint Helena at the usual time of public resort thither, and by leaving there affixed a true Copy thereof, you do also monish and cite,

or cause to be monished and cited, peremptorily all persons in general who have or pretend to have any right title or interest in the said Barque or Vessel, her tackle apparel and furniture, and in the said Six hundred and Seventy four male Slaves and two hundred female Slaves, whom also we monish by virtue of these presents, that they appear before us, or our said Judge or his Surrogate in the Registry of our said Court, situated in the City of James Town, on the Seventh day after Service of these presents between the hours of eleven in the forenoon and one in the afternoon of such day, then and there to show and allege in due form of Law a reasonable and lawful cause, if they have or know any, why the said Barque or Vessel should not be pronounced to have been, at the time of the Seizure thereof equipped for and engaged in the Slave Trade and employed in the illegal transport of negroes or others for the purpose of consigning them to Slavery, contrary to the provisions of the Statute or Statutes in such case made and provided, and as such or otherwise as also the said Slaves subject and liable to forfeiture

and condemnation, and to be adjudged and condemned as forfeited to Us our heirs and Successors accordingly, and further to do and receive in this behalf as unto Law and justice shall appertain; and that you duly intimate or cause to be intimated peremptorily and personally, to the said Thomas Morgan in Special and that you also duly intimate or cause to be intimated, peremptorily, to all persons in general all of whom by the tenor of these presents, we do also respectively intimate, that if they shall not appear at the time and place above mentioned, or appearing shall not show a reasonable and lawful cause to the contrary, our said Judge or his Surrogate doth intend to proceed and will proceed to adjudication on the said seizure and will pronounce the said Barque or Vessel, name and nation unknown, her tackle apparel and furniture, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to Slavery, contrary to the provisions of the Statute

or Statutes in such case made and provided and as such or otherwise as also the said six hundred and seventy four male Slaves and two hundred female Slaves subject and liable to forfeiture and condemnation and will adjudge and condemn the same as forfeited to us our heirs and Successors the absence or rather contumacy of the parties so cited and intimated in any wise notwithstanding, and that you duly certify our said Judge or his Surrogate, what you shall do in the premises, together with these presents.

Given at the City of James Town, Saint Helena, in our aforesaid Court, under the Seal thereof, the twenty sixth day of December in the year of our Lord one thousand eight hundred and fifty nine, and of our Reign the twenty third.

Signed, Wm. R. Firmin
Registrar

I hereby certify that the within monition was executed on the twenty sixth day of December in the year of our Lord one thousand eight hundred and fifty nine And the within named Thomas

Morgan was duly cited to appear at the time and place within mentioned by shewing the Monition under seal to him and leaving with him a true copy thereof.

Signed, Henry Mapleton

Marshal Vice Admiralty Court.

Extracted from the Registry of the Vice Admiralty Court of Saint Helena. —

At a Court holden on monday the 2nd. day of January 1860 before the Worshipful William Wilde Esquire Judge &c. —

Present Jno. R. Finnin Registrar

In V. Barque or Vessel, name and nation unknown,

Thomas Morgan master seized by H. M. S. V. "Pluto" Cortland Herbert Simpson Esq. Commanding with 874 Slaves, and brought to St. Helena.

Ninpe returned monition duly executed and referred to the affidavit of William Robert Lamb, Gunner of and belonging to Her Majesty's Steam Vessel "Pluto", and prayed the Judge to condemn the said Barque or Vessel and to pronounce the Slaves found on board at the time of the Seizure to have been liable to forfeiture and to condemn the Surviving Slaves to Her Majesty.

The parties cited not appearing the Judge

decreed as prayed, and at the petition of the Proctor granted the usual decree of demolition and sale.

Signed, Jno. R. Fennie
Registar

In the Vice Admiralty Court
of Saint Helena.

At a Court holden at James Town in the Island of Saint Helena on Monday the second day of January in the year of our Lord one thousand eight hundred and sixty before the Worshipful William Wilde Esquire Judge and Commissary of the Vice Admiralty Court of Saint Helena, lawfully constituted and appointed. Our Sovereign Lady the Queen against a certain Barque or Vessel, name and nation unknown, whereof Thomas Morgan was Master, her tackle apparel and furniture and also against Six hundred and Seventy four Males Slaves and two hundred female Slaves, seized as liable to forfeiture by Cortland Herbert Simpson Esquire Lieutenant Commanding Her Majesty's Steam Vessel "Pluto."

In pain of parties cited not appearing. Crier.

returned monition duly executed, and exposed to the affidavit of William Robert Lamb Gunner of and belonging to Her Majesty's Steam Vessel "Pluto" heretofore exhibited and remaining in the Registry of this Court

The Judge at his petition having heard the said affidavit read on his motion as Counsel on behalf of Her Majesty by interlocutory decree pronounced the said Barque or Vessel name and nation unknown (not being justly entitled to claim the protection of the Flag of any State or nation) her tackle apparel and furniture to have been at the time of the seizure thereof employed for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others for the purpose of consigning them to Slavery, contrary to the provisions of the Acts of the 3rd of Victoria Cap. 73. and as such or otherwise subject and liable to forfeiture and condemnation, and condemned the said Barque or Vessel, her tackle apparel and furniture, as forfeited to our Sovereign Lady the Queen her heirs and successors accordingly

And further pronounced that the said Barque or Vessel (not having been taken into Her

Majesty's Service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

And also further pronounced the six hundred and seventy four male Slaves and two hundred female Slaves found on board the said Barque or Vessel at the time of the seizure thereof to have been by virtue of the Statute or Statutes in such case made and provided, or otherwise subject and liable to forfeiture, and condemned the five hundred and fifty male Slaves and one hundred and fifty nine female Slaves part of the same, surviving at the time of the adjudication thereof to the sole use of Her Majesty her heirs and Successors.

Signed, Jno. R. Fiennes
Registrar

I do hereby Certify that the undermentioned Seven hundred and twenty eight Surviving Negroes found on board of the Barque or Vessel Some and Nation unknown whereof Thomas Morgan Lately was Master taken and seized by Cotland Hector Simpson Esquire, Lieutenant in Her Majesty's Navy, Commanding Her Majesty's Steam Vessel "Pluto" were delivered into my charge on the twenty fourth day of December in the Year of our Lord one thousand eight hundred and fifty nine by Mr William Lambe Gunner - and further that of the number aforesaid nineteen Slaves have died between the date of taking charge and this date.

	Number received	Deceased between day of taking charge and this date.	Number remaining this day.
les —	566	16	550
ales —	162	3	159
al	728	19	709

Given under my hand at Saint Helena this second day of January 1860.

Signed, J. D. Willan
A.C.G.
Superintendant Lib. Africans.

I hereby certify that the foregoing is a true and correct copy of the Proceedings in the case of the Barque or Vessel, name and nation unknown whereof Thomas Morgan was master seized and prosecuted by Courtland Herbert Simpson Esquire Lieutenant Commanding Her Majesty's Steam Vessel "Pluto" and condemned in the Vice Admiralty Court of Saint Helena for being engaged in the Slave Trade.

In faith and testimony whereof, I have hereunto set my hand and affixed the Seal of the said Court in the City of James Town at Saint Helena, the 4th day of January 1860.

J. H. Fromin
Registrar

Consulate of the U.States of America
at St. Helena January 5th 1860

I the undersigned Consul for the U.States of America at St. Helena do hereby certify and declare that the foregoing is the true & genuine signature of Geo. N. Firmin Registrar, and that the Seal thereunto attached is that of the Vice-Admiralty Court at this Island and as such, both are entitled to due faith and credit.

Given under my hand & the Seal of this Consulate the day & year above written

Geo: N. Kimball
U.S. Consul

Vice Admiralty C
St Helena.

The Queen

v.

Barque unten

Seized by Her Majes
Vessel "Pleia

[redacted]

t. Helena, } The examination of William L. Le Roy
o Wit: }

~~of St. Helena,~~ Mate U.S. Ship Boxer

taken on oath this [illegible] day of December

the Year of Our Lord One Thousand Eight Hundred and Fifty five

fore us Henry Chapleton & Hudson R. Cusick

Esquires two of

er Majesty's Justices of the Peace in and for the Island aforesaid, in the

esence and hearing of Thomas Thorlan, Byron J. Chamberlain

William Benning

arged this day before us the said Justices

r that they the said Thomas Morgan, being

master of the barque "Orion" of and

belonging to New York in the United States

of America, and Byron J. Chamberlain

and William Benning being two of the Crew

of the said barque "Orion" and within the jurisdiction

of the United States of America, did on or

about the 30th day of November last past

within the jurisdiction aforesaid knowingly

wilfully, shipp, embark, receive, detain,

and confine, or did assist in shipping,

embarking, receiving, detaining and

confining on board the said barque

"Orion" 674 persons, natives of the Coast

of Africa, for the purpose of their being

sold, transferred, used or dealt with

as Slaves, and did thereby commit

piracy, felony and robbery —

which said Wm. J. Le Roy states,

the Evening of the 12th of November inst, or about

the

received information that induced me to leave the mouth of the Congo River on the Coast of Africa, to look after the American Bark "Orion" of New York, I left the Congo River, and on the morning of the 14th of last Month, between midnight & one o'clock of the morning, I spoke a Vessel which informed me her name was the "Orion" Spanish Officer on board, and in the morning soon after day, I sent on board found had her examined, and finding her papers apparently correct, I did not feel authorized to seize her, though feeling assured, her object was not a lawful one; a message was brought to me by one of the Officers of my Vessel, that the Captain of the "Orion" would be glad to have some assistance, as he was sick himself and a number of his Crew, and I think he mentioned he was bound to the Congo, but that if I would anchor them in shore, he would be obliged, I in accordance with this request, and to further my own views, with regard to the Vessel, gave the

required

required assistance: I never went on board the "Orion," I recognise the Vessel arriving this morning with Africans, as the same Vessel I assisted on the Coast, and called herself American, I know none of the Prisoners at the Bar.

Signed W. J. Le Roy
Lieut Comg.

Donald Mc Neil Halifax
Lieut of H.M.S. Mystic, sworn,
States, in obedience to my orders
I boarded the American bark
"Erin" in the morning of the 6th of
last November, she was off the
Coast of Africa, about 100 miles
N. of the Congo, on reaching the
Vessel, I went to the Cabin, and
asked for the Captain of the Vessel,
and was shewn Prisoner was
at the Bar as Captain Buntan,
I told him the object of my visit
and that the Vessel was suspected
of being engaged in the Slave
trade, he said he was sick, he
was laying in his Berth, he
said it was the Congo fever, he
said nearly all of his Crew were
sick, not more than two well
men on board, I asked him for
the Register of the Ship, and the
Manifest both of which I saw,
and the Shipments as named
in the Manifest confirmed
me in my suspicions that

the

she was directly concerned in the
Slave trade, the Captains name
was entered on the Register as
Thomas Morgan, and a Crew of
10 or 12 men, he told me he was
Captain of the Vessel, that she
had cleared in New York in a
legitimate trade pr the Coast
of Africa, and that we would
find no unusual things in
his Manifest, but what were
used in the Coast trade, I
examined the Vessel, having
looked at the papers, and found
a larger quantity of Water on
board than was in the Manifest
I opened a large number of Casks,
and instead of finding them
only partially filled — were
filled, she had Beans, Rice
and Bread in large quantities
on board, and her Deck newly
laid, hastily, it had the appearance
of lumber being thrown about
as if to destroy the appearance
of a temporary Deck, I went
back into the Cabin, and told

Captain

Captain Morgan, I was satisfied he was concerned in the Slave trade, but that the evidences were not enough to justify our capturing her, I then remarked to Captain Morgan, that there was a discrepancy in the account as to the statement of the Sick on board, I learned from the Mate, Chamberlain, that there were 5 Well men a board and he Captain Morgan had told me there were only two, and that he was not able to take care of himself, I expressed to him my suspicion that the men were shamming, but nevertheless, at his representation I would act on it, and would repair on board my Vessel, and after laying these circumstances before the Captain, send on board a Sufficient number of men with an officer to take them to the Congo, where we were bound, he expressed himself satisfied, and told me to

Attend

thank the Captain for sending
the Doctor on board, for taking
his men to a point where the
vessel could be cared for, until
his men would recover their
health, and enable him to go
on his Voyage, I also saw the
Prisoner Duncan on board,
and knew him to belong to the
vessel, and saw him administering
medicine to the Crew on board
the "Orion" as the Doctor prescribed
for them, I also saw him receiving
messages from the Doctor, and
feel Satisfied he belonged to the
Vessel; her papers were regularly
made out in New York, Thomas
Duncan, Master; to the best of
my belief, Captain Duncan
told me he was Sole Owner of
the "Orion" American bark; on
her Manifest were marked 168
water Casks, partially filled,
but all I examined were filled,
I saw on her papers, marked Register,
and on that paper, the Name
of Thomas Duncan, Captain,

&c

He also handed me at the same time another paper, which I supposed to be the Manifest, and had on it the Cargo, of the Vessel.—

Signed D. McNeil Fairfax
Lieut. U.S.N.

Hudson M. Garland, Lieut.
United States Steamer Mystic,
sworn, states, on the morning of
the 14th of November, while in the
vicinity of Black Point, on the
Coast of africa, we fell in
about one o'clock A.M. with
a bark, hailed her, and she
proved to be the American bark
"Orion," she was ordered to heave
too, which was done, and I
boarded her, I went on Deck,
saw but one man, I enquired
for the Captain, and went
towards the Cabin, and met the
Captain coming out, apparently
very ill, I asked him for his
papers, on which he produced
the clearance, and on which
I saw, that the Vessel was
Commanded and owned by
Thomas Morgan, I asked for
the other papers, I do not
remember whether he said they
could not be found, or that he
could

could not lay his hands a
I told him I would stay by him
until daylight, and then look
at them, the clearance appeared
to be all right, every thing in
due form. I made no examination
of the Ship on account of the
darkness, the greater part of the
Crew were sick, there were two
men I think well, one of them
was the Cook, the other I dont
know what he was, I then left
the ship relieved by Another
Officer; Thomas Thomson, and
Chamberlain, went on board the
"Orion" at the time I boarded, sick,
and the other Prisoner at the Bar.
I also saw on board, serving I
believe as Mate; Thomas Thomson
was the Captain, and Chamberlain
I believe was acting as Chief
Mate, at Noon of the same day,
I was sent on board with a party
of 13 Men from the "Mystic"
to render assistance to the Master
of the "Orion" and took her down
to the River Congo, where she

arrived

arrived on the 18th of November;
the "Orion" had her flag flying,
when I boarded, as it was dark,
the papers he showed me were
from New York, and I was
satisfied that she was an
American Vessel; when the Vessel
was hailed, the reply was the
American bark "Orion" - I took
Dunning, to be the Mate, because
he was in the Quarters of a Mate,
and I was given to understand
he was 1st Mate of the Vessel,
I saw him on one occasion with
a Sextant in his hand, I thought
taking an Observation: I saw
him repairing the Sextant
afterwards: Dunning was sick
all the time I was on board.-

going depositions were
d sworn before me
d Henry Mapleton
Hud: R. Jarvis

Sworn A. M. Garland
Lieut. U.S.N.

Case remanded until Tuesday;
and Thomas Simpson & Byron J. Chamberlain
being sick in Hospital, a further
remand to the 30th December was

made &c.

Friday 30th. December 1859.

Thomas Morgan, Byron S Chamberlain, and William Dunning were again placed at the Bar.

Martin L Wendell, acting Master Mate U. S. St "Mystic" sworn, states, I was sent on board a bark on the morning of the 14th of November last, off the Coast of Africa, reported to be the bark "Orion" of New York, I was with Lieut. Garland, with orders to take sail off her, and remain by her until daylight; after we got on board, Lt. Garland went into the Cabin to examine her papers, while I was to the reducing the sail, I then went into the Cabin, were Lt. Garland was examining the papers, I stood by him, while he examined the papers, I also read it, it was signed by the Custom house Officers and Navy Officers of the Port of New York, it had on

its

Thomas Morgan Came, as
Captain and Sole Owner, the only Official Papers belonging
to the Vessel, that I saw, Remained
on board the Bark till between
9 and 10 o'Clock A. M. I then
returned to my own Ship; from
there on the same day, I was
sent on board again with a
Crew, with orders to report myself
to Captain Morgan, as having
come on board to assist him in
working his Ship; & if Garland
came on board in the next
Boat, he had command of the
Party, as I went over the Gangway
I reported to the Mate Wm. Chamberlain
desiring him to report it to his
Captain, I remained on board
the Bark until we anchored be
off Sharks point off the River
Congo, all the time we were on
board, we recognised Captain
Morgan as being the Captain
of the Vessel, and under his
charge, also recognised Wm.
Chamberlain as Mate, and

D Canning

Cumming as the second mate;
the day while I was on board
the "Orion" we discovered an American
War Steamer making for us,
I asked the Steward, for their
flag, and he produced an
American one, which we hoisted
at the Mizzy peak, as the National
flag of the Vessel - I was on
board the "Orion" about 4 days,
while on board Captain Morgan
was sick, and did not give orders
to his own Crew, but we did
nothing on board the Vessel
without consulting him, I
never asked Captain Morgan
for their flag - Captain Morgan
was aware of the American flag
being hoisted, and made no
objection; I saw Mr Cumming
taking an observation at noon,
on board the "Orion" I did not
see him give orders on board
the "Orion" none of the "Orions"
Crew were on duty; only the Cook,

the

the work was done by our Crew, the Boats' Crew pretended to be sick, there were 4 or 5 of them in my opinion quite well: while the bark was at Anchor off the mouth of the Congo after our Crew had left the Vessel, the American flag was set in her mizzle Rigging, and I was sent on board with a Boats Crew to see what they desired, and Captain Morgan told me he would be very much obliged if I would allow the Boats Crew to pump the ship out - and at the same time, he told me that part of his Crew were well, but were taking advantage of his being sick and would not work. - I saw the Barks name on her Stern, "Orion" New York, there was a Star or Something Similar as a separating point between the 2 names - the paper I also read, stated she was the

bark

bark "Orion" New York as of New
York, I am not positive which,
I have seen the "Orion" anchored
in this Harbour, the same vessel
that I was on board of, off the
Coast of Africa, she is now a
prize to the English War Steam
"Pluto" I have been on board of
her in this Harbour three times,
and can positively swear it
is the same bark, I saw a
number of Africans on board,
and an English Prize Officer
& some Seamen in charge of
her - Her Name is now marked
over with black paint, but
there are marks visible through
the black paint, of a Name,
the three Prisoners at the Bar,
are the same that we recognized
as the Captain, Chief & Second
Mate of the bark "Orion". Our
orders when we went on board
the bark "Orion" with a Crew,
to assist them, were to be very
particular in consulting the
Captain

ptain, in all matters pertaining
to the Ship, so as to give them no
clue to say we took possession
of them.

Signed Martin J. Crudell
Act. Master State.

Nathaniel Green, Master
U.S. Sch of War "Mystic" sworn,
states, on the morning of the
4th of November last I was ordered
on board the bark "Orion" at
Sea, between Black Point and
Landans, off the Coast of Africa,
with orders to compare the signatures
on the Bark's papers with the
signatures of the Custom House
Officers and Naval Officers at
the Port of New York, which I
received from Captain Le Roy,
and also to search the Vessel;
I went on board about half
past 8 oclock in the morning, and
asked Mr. Wandell where the
Captain of the Vessel was, and I
was referred by Mr. Wandell
to Mr. Chamberlain as the Master
of the Vessel, I told Mr. Chamberlain
that I wished to examine the
ships papers, he asked me into
the Cabin to take a seat, and
then

then went to the Captains room, I
and said, Captain Morgan, here
is another officer wishes to examine
your papers, Captain Morgan then
came out and handed me his
Register, Clearance and Manifest,
I compared the Signatures on these
papers with the known Signatures
of the Post-officers in New York,
and found them to agree-
in one of the papers, either the Register
or the Clearance, the Name of
Thomas Morgan was mentioned
as Master and Owner of
the boat "Orion" her clearance
was signed by the officers of
the Port of New York. I do not
remember if the Register or
the Manifest was signed
or not by the Post officers of New
York, the Register was signed,
but I do not remember the
Names, I searched the Vessel
and found what was on board
corresponded with the Manifest,
I staid on board till about
8 o'clock.

& 4 o'clock p.m. the same day, during which time, we worked the Vessel with our own Crew. the two Crew pleading sickness, altho I was satisfied at the time, that there were 4 or 5 Men, who were Competent to do their duty on board, I was also informed by Mr Chamberlain, that 4 or 5 of the Crew were well enough & do their duty, I cannot say that I recognise Mr Dennis Lewis on board only two times: about 8 o'clock I returned on board the Steamer "Peyotic" leaving Mr Wandell on board the "Orion", I saw the American Colours hoisted when she arrived in the Congo, while our Men were on board, and also afterwards when our Men were not on board, I saw it hoisted in the Angra Reffing.

Signed M. Green
Master

Donald McNeil Halifax,
recalled State, after the arrival
of the bark "Orion" in the Congo
river, I visited her in company
with the Medical officer of the
"Mystic" and visited Captain
Morgan in his state room,
where I found him laying in
his Berth, apparently in the
same Condition as I had found
him before, and expressing
himself to be quite sick -
Captain Morgan told me that
his Crew were no better, and
when I was about to leave the
Vessel I requested Captain Morgan
to hoist his Ensign in some
part of the rigging as an
intimation that he would like
to have the Medical officer
visit his ship again, I think
it was on the morning of the
next day it was reported to
me that the bark "Orion" had
hoisted her Ensign in the

Mizzen

Donald Mc Neil Halifax,
recalled State, after the arrival
of the bark "Orion" in the Congo
river, I visited her in company
with the Medical officer of the
"Mystic" and visited Captain
Morgan in his State room,
where I found him laying in
his Berth, apparently in the
same Condition as I had found
him before, and expressing
himself to be quite sick -
Captain Morgan told me that
his Crew were no better, and
when I was about to leave the
vessel I requested Captain Morgan
to hoist his Ensign in some
part of the rigging as an
intimation that he would like
to have the Medical officer
visit his ship again, I think
it was on the morning of the
next day it was reported to
me that the bark "Orion" had
hoisted her Ensign in the

Mozila

single Rifling - in repairing on
Deck with Brass Class. I detailed
saw the American Engineer flying
in the Rigging, and the Doctor
was sent on board. with in
accordance with the agreement
with Captain Thompson. I then
visited the "Princess Theresa Rose,
she is a Prize to the "Pluto" having
on board a large number of African
I recognise the Vessel, to be the
same I visited in the Congo.
by her Cabin, between Decks.
Galley, and ordinary pump
handle attached to the bilge
pump - having been requested
when in the Congo to have be
pumped out.

Signed
D. M. A. Fenton
Lieut R.N.

William D. Harrison, Surgeon
Medical Officer U.S.S. "Chicopee"
Brown States, some time during
the last Month, I saw all three
of the Prisoners at the Bar. on board
the Bark "Erin" off the Coast of
Africa, Chamberlain & Deming
were sick, with a mild form
of intermittent fever, I saw
reported to the other Prisoner
as being the Captain, and
found him always laying
down. saying that he had been
very sick. but was then better,
I was told his name was Thomas,
I prescribed for Chamberlain &
Deming, and nearly all the
Crew.

Signed

W. D. Harrison
Surgeon Medical Officer
U.S.S. "Chicopee"

William Robert Lamb Gunner H.M.S. "Pluto" sworn states, the three prisoners at the bar came up in the Prize as passengers under my charge, She was Captured by the "Pluto" on the 30th of November with 874 Slaves on board, the Prisoners were on board the Prize when she was Captured, Captain Morgan represented himself to be the Captain, I am not aware that either of the other Prisoners represented themselves as having any charge:- when the Prize was first discovered by the "Pluto" she hoisted American Colours, she was then about 2 Miles approaching us, we sent a Boat on board and before the Boat got on board the Colours were down and we could not ascertain

Prisoners

& colours, and we have found
the papers & colours since.-
Lieut. Simpson boarded
the prize, and I went directly
afterwards, I did not hear
Captain Morgan make any
remarks on board about the
capture, Captain Morgan
has made no statement
to me, about the Character
of this Vessel or papers, Captain
Morgan was sick in bed when
I boarded her; when he en-
tred the "Mystic" was in the
Harbour, I think he said you
wont give me up to them,
I did not ascertain on the
voyage up from any of the
Prisoners the Name of the
Prize, I saw a vessel very like
her last year on the Coast:
the Prize was Captured in
4° 15' S. and Longitude 9. 30'
E.- Captain Morgan

Recrossed

represented himself to be
the Captain of the Brig, I did
not ask him if he was.

Signed W. R. Lamb.
Gunner
H.M.S.V. Pluto.

The foregoing deposition were taken and
sworn before me

Signed Hud. R. Davison
Henry Mapleton

Certified to be true copies
of the Original Deposition.

Hud R Davison
Magistrate

Consulate of the U. States of America
at St. Helena January 5th 1860

I the undersigned Consul for the U. States of America at
St. Helena do hereby certify & declare that the foregoing
is the true and genuine signature of Hud. R. Davison Esq.
St. Magistrate and as such his entitled to full faith
and credit.

Given under my hand and
the Seal of this Consulate
the day & year above written

Geo. H. Seymour
U.S. Consul

Thomas Morgan, Byron J. Chamberlain
and William Dunning stands charged
before the undersigned, Two of Her Majesty's
Justices of the Peace, this 6th day of
December, in the Year of our Lord, One
thousand Eight Hundred & fifty
nine, for that they the said Thomas
Morgan, being Master of the Barque "Orion"
and belonging to New York, in the
United States of America, and Byron
J. Chamberlain and William Dunning
being two of the Crew of the said barque
"Orion" and within the jurisdiction of the
United States of America, did on or about
the 30th day of November last past,
within the jurisdiction aforesaid,
knowingly and wilfully, ship, embark,
receive, detain and confine, or did
assist in shipping, embarking, receiving
detaining, and confining on board
the said barque "Orion" 874 persons,
natives of the Coast of Africa, for
the purpose of their being sold,
transferred, used, or dealt with
as Slaves, and did thereby commit
piracy, felony and robbery, and
the said charge being read to
the said, Thomas Morgan, Byron
J. Chamberlain & William Dunning

and

and the Witnesses for the Prosecution
being severally examined in their
presence, the said Thomas Morgan,
Bynn J. Chamberlain & William
Dunning aforesaid addressed by me
as follows, having heard the
evidence, do you wish to say any
thing in answer to the charge?
you are not obliged to say any
thing unless you desire to do;
but whatever you say will be
taken down in writing, and
may be given in evidence against
you upon your Trial whereupon
the said Thomas Morgan, Bynn
J. Chamberlain & William Dunning
answered they had nothing to
say to this Court.

Taken before us the day
and Year first above written.

Signed Henry Mabbitt,

Signed R. Davies

The said Thomas Morgan, William Dunning

and

and Byron J. Chamberlain were
thereupon committed to the Majesty's Jail
in the said Island on the aforesaid charge
of Piracy, felony, and robbery, there to be
kept until delivered by warrant from the
Governor of the said Island, pursuant
to a requisition made by the Flag Officer
commanding the United States African
Squadron

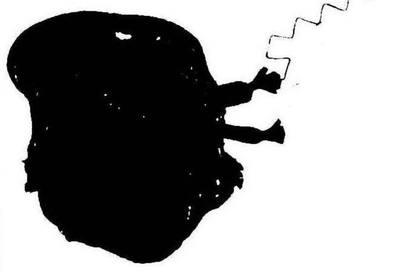
Signed Henry Mableton
Hud. R. Jarvis

Certified to be a true copy of the
proceedings

Hud R Jarvis
Magistrate

No. H.

E. Drummond Hay



By his Excellency Sir
E. H. Drummond Hay
Knight of the United Kingdom
of Great Britain and Ireland
Governor of the Island of
St. Helena, and Vice Admiral
of the same, &c &c &c.

Island of Saint Helena
To wit 3

Whereas it has been certified
to me by Henry Mableton and Hudson
Ralph Janisch Esquires, two of the Justices
of Our Lady the Queen assigned to keep
the peace in and for the said Island,
That in pursuance of a Warrant issued
under my hand and seal signifying
that a Requisition had been made by
His Excellency William Inman Esquire,
Flag Officer Commanding the United States
African

Consulate of the U. States of
at St. Helena January 5

I the undersigned Consul for the
of America at St. Helena do hereby cer
declare that the foregoing is the
genuine signature of Hud. R. Jan
J. Magistrate. And as such is en
to due faith and credit.

Given under my ha
& the Seal of this
the day & year above w

Geo. W. Kimb
U.S. Consu

African Squadron, for the delivery of the Captain, Officers and Crew of the Barque Orion of New York, charged with Piracy, and requiring and commanding all Justices of the Peace, Magistrates and other Officers of Justice, within the said Island, to govern themselves accordingly, pursuant to the Statute in such case made and provided, and to aid in apprehending the Persons so accused and committing such Persons to Gaol for the purpose of being delivered up to Justice, — Thomas Morgan, William Dunning, and Byron J. Chamberlain were brought before them, the said Henry Mapleton and Hudson Ralph Janisch Esquires Justices as aforesaid, charged by the oaths of William E. LeRoy Commanding the United States Steamer Mystic, and others, for that they the said Thomas Morgan, being Master of the

the Barque Orion, of and belonging to New York, and William Dunning and Byron J. Chamberlain, being two of the Crew of the said Barque, and within the Jurisdiction of the United States of America did on or about the 30th day of November last past, within the jurisdiction aforesaid, knowingly and wilfully ship, embark, receive, detain and confine, or did assist in shipping, embarking, receiving detaining or confining on board the said Barque Orion 874 persons, natives of the Coast of Africa, for the purpose of their being sold transferred used or dealt with as Slaves, and did thereby commit piracy felony and robbery, and thereupon the said Thomas Morgan, William Dunning and Byron J. Chamberlain after due examination had, were thereupon committed to Gaol, there to remain until delivered pursuant to such

Requisition

Requisition as aforesaid - Now Know
Ye that by virtue of the power vested in me
as Governor of the said Island, by an
Act of Parliament made and passed in the
seventh year of Her present Majesty Queen
Victoria, intituled "an Act for giving effect
to a Treaty between Her Majesty and the
United States of America for the apprehension
of certain Offenders" I do hereby order the said
Thomas Morgan, William Dunning and
Byron J. Chamberlain, so committed, to be
delivered to Lieutenant Commanding William
C. Le Roy, Commander of the United States
Steamer Mystic, being the person authorized
in the name of the said United States to receive
the persons so committed, and to convey
such persons so committed to the Territories
of the said United States, to be tried for the
crime of which such persons are accused, and
such

such persons are to be delivered up
accordingly - And for so doing this
shall be your Warrant.

Given at Plantation House
in the Island of Saint Helena under
my hand and seal this fourth day of
January in the year of Our Lord One
thousand eight hundred and Sixty.

To the Sheriff of the Island
of Saint Helena, the Magistrate,
Keeper of the Gaol and all others
whom it may concern.

By command

R. Kennell
Colonial Secretary.

I.

S. Helena 4 January 1860

Sir

I have to acknowledge the receipt of your letter of the 14th December 1859 delivered to me by Lieutenant William C. LeRoy Commanding the Steamer Mystic of the United States Navy, with a requisition from your Excellency for the delivery to that Officer in accordance with the treaty between Great Britain and the United States of America of August 1842 of the persons of the Captain Officers and crew of the bark Orion lately captured by the

Your Excellency
Obt. Servant

Her Majesty's ship 'Pluto' the said barque having on board a large number of African slaves contrary to the law of the United States, which defines such traffic as piracy; and I have the honor to inform you that pursuant to my warrant issued for the occasion the Magistrates have taken examinations on the complaint of Lieutenant LeRoy against Thomas Morgan, William Dunning and Byron I Chamberlain the only members of the crew of the barque Orion who have come within this jurisdiction, and that the accused having been duly committed, have been delivered over to Lieutenant E. LeRoy for conveyance to the Authorities of the United States.

I have the honor to be

Sir

Your most Obedient Servant

W. D. Hammond Surgeon

Copy of Note

H.M. Steamer "Clyde"
St Helena 5th January 1860.

To Lt Col Drummond Hay
Governor of St Helena

Sir,

I have to acknowledge the receipt of the various papers solicited in the case of the three men detained on board this ship for violating the laws of the United States and also the dispatch from Major Hill on board, & to thank your Excellency for the prompt & courteous manner in which the application has been responded to by the Government of the Island of St Helena.

I have the honor to be
Sir
Your most obedient
Humble Servt
J. Conolly
Lt & Comdr

New York Augt 8. 1859. Rec'd from [illegible] &c
in good order on board the [illegible] Cruiser
[illegible] Bbls Beef 2 Do Pork 1 Do Lard Oil
[illegible] Brooms 2 Mops 1 Tierce Whalebone 1 Cutting
[illegible] Side Lamps Leather 2 Doz Lockets 2 Doz
[illegible] Rope 3 Bags Dry Apples 1 Case 2 Loaves
[illegible] Ball Blacking 6 Gimblets 1.14 [illegible] Second Class
[illegible] Stern Chocks Spare Sheave Hole for Jib
[illegible] Iron Hilts 2 Cord Clewlines 2 Copper Nose Bolsters
[illegible] Fishes 2 Mainstays 6 Chain Bobstays 2 H
[illegible] 1 Box Candles 1 Cask Soap 6 Slab Spermaceti 10 lb Sperm
[illegible] Copper 1 Bottle Ink ½ lb Mace 1 Sheet Lead 1 Dozen
[illegible] Axes Handsaw 1 lb Sago 3 Doz Oakum Caps
[illegible] Lead 1 Box Castile Soap 6 Hams 6 Bags
[illegible] Lantern 1 Signal Lantern 1 Box Dips 6 Log Lines
[illegible] Lead Lines 1 Reel 2 Hammers 1 Doz Sail Needles

[illegible]

New York Aug 8. 1859. Rec'd from [illegible] Whale Boat
and Gear on board the Bark Crown
[illegible] Barrels Oil 8 Gals Whale Oil 1 Gal Finish Tube
[illegible] Pails 3 Ea Whale Lead 2 Cans Paint 3 Cans
[illegible] 3 Cans Chrome Yellow 1 lb Co Butter 2 Bars
[illegible] 1 lb Almonds 1 Keg Crackers 1 Box Tobacco 1 Bunch
[illegible] 1 Do Matches 2 Catlines Twine 1 lb Chalk 1 Box
[illegible] 1 Box Mustard 2 Doz Sand Paper
[illegible] 1 Box Hats 6 Hand Cards 6 Bars Soap 1 Doz
[illegible] 2 Half Chests Tea 1 Pail Nails 2 Cakes Tea Vermilion
[illegible] Cotton Twine 2 Boxes Herrings 2 Boxes Sardines
[illegible] Candles 1 Board Axe 1 Hatchet 1 Augur
[illegible] Hone 6 Mast Hoops 2 Bags Salt 1 Bunch
[illegible] 6 Hand Lanterns 1 Bucket 1 Box Slate

No 31

U. S. Steamer [illegible]
[illegible]
January 25th 1860

Sir:

I have the honor to transmit, for your information, letters from Captain [illegible] and Lieutenant [illegible] Commanding Squadron Officers, on the coast of Africa.

I have also the pleasure to inform you that upon personal interviews with the Admiral on the above subject, [illegible] the Lieutenant Commanding the Squadron [illegible] from the Constitution [illegible] Captain of Marines and 6 of the men.

San Jacinto [illegible] Lieutenant & Commander and [illegible] of the men

Cyane [illegible] of the men

Vincennes [illegible] Marines

" Dale [illegible] of the men

Lieutenant Donaldson, bearer of [illegible] has my dispatches, & the Department will [illegible] passage, on the 14th inst. in the Steamer [illegible] and England.

The Officer Commanding the Squadron in the Pacific has recommended that Orderly Sergeant Saunders, be sent from the "Constitution", to the U.S. Ship "Dale", accordingly, was transferred to the "Dale".

I have to report the arrival here of the "Vincennes" Commander [illegible] on the 21st inst; I have inspected her, she will receive the necessary supplies and sail for Petropaulowski, via Siberia, where she will land her prisoners. The "Vincennes" will take to the U.S. as prisoners, Charged with

Hon.
Isaac Toucey
Secretary of the Navy
Washington, D.C.

U. States S. "Vincennes" 80

with [illegible] on board the Barque "Orion" of [illegible]
[illegible] Cargoes, were landed in detail to the
[illegible] of the 13th inst, No 36, and
which was sent to the Original signed and Prize
Documents, relating thereto, consisting of Libel
Proceedings, Depositions and an Inventory of Effects.

I have also to forward Commander Totten's
Journal, Bills of Lading and two Witnesses
to be examined for the District of Maryland
when with a List of the Names of the
said Witnesses of the Depositions of the
said Original papers, named above, and informa-
tion that the originals were previously sent to
the State Department.

The witnesses above referred to are, viz
E. Marshall, Master's Mate, and James Brisa
Seamen, which were from the "Iquique" for the
purpose.

I have also to inform the Department, th
the Commanding Officer, has discharged the re-
mainder of the Cargo into the new Store-House
the latter having been recently performed by the
Crew and Officers of the Flag Ships. The
"Iquique" has been victualled and provisioned
and will sail for New York to day.

I am,

Very respectfully.
Your obt. Servt.

[signature]

Flag Officer,
Comdg U. S. African Squadron.

H. B. M. Ship Archer
Loanda, 17th January 1861

Sir

I have the honor to acknowledge the receipt of your letter addressed to Commander Boswell of Her Majesty's ship Iris, informing him that Lieutenant Commander De Kay commanding the United States Steamer "Mystic" had given passage from St Helena to this Port to the Officer and fourteen men of Her Majesty's Ship "Iris" late in charge of the Brig Barque "Orion"

I beg Sir, that you will accept my sincere thanks for this kindly service, which I shall have great pleasure in reporting to my superiors, and I assure you that we shall be happy to render the same service or any other to the Officers and men of your Squadron.

Allow me, Sir, to take this opportunity of expressing my gratification that from your prompt action on hearing of the capture of the "Orion" you have succeeded in arresting the Officers of that Slaver. A measure that will I feel confident deter many others from using the American Flag as a protection to the Traffic in Slaves

I have the honor to be,
Sir,
Your most obedient Servant
(Signed) R. W. Courtenay,
Captain.

Flag Officer Will^m Inman
Comm^r in Chief
United States Squadron
&c &c &c

1/15k

Coll

27 Jan 61

J. March 16

H. B. M. Ship "Trinculo"
London, 18th January 1861

Sir,

I have much pleasure in reporting to you for Her Majesty's Ship "Trinculo" under my command on the 4th. of this month at Bonaire with slaves on board. As this vessel at one time showed the American Flag, I take the following from Lieutenant Burton's report for your information.

"This Vessel when first seen was standing out of Coulonie under all plain sail with Fore Topsail and Top gallant & Studding sails set, on seeing the "Trinculo" she took in her studding sails, hauled out set Starboard Studding sails; having got within range I fired a blank gun to enforce colors, the American Ensign was then hoisted, and the wind at the time beginning to freshen I felt certain by her manoeuvres that she had formerly assumed the American Flag, & therefore determined to board her and fired a shotted gun over her to bring her to.

On boarding I found the Hold of Slaves, the American Flag disappearing immediately after the second gun was fired). I could find no Colors of any Nation on board, nor had she any papers

On my questioning why the American Flag was hoisted, I was informed they thought I should pass without boarding." She sailed from St. Augustine near Cuba on the 21st. September last, her original name had been the "Pamphylia", but she had shipped her slaves at Coulonie

Lieutenant Burton informed me that

Yrs.

there were no Americans on board, a
that none of the crew would admit
their being either Captain, Mate, or
cargo, and denied the protection of
flag.

I have the honor to be
Sir.
Your most obedient Serv
(Signed) R. H. Courtenay Cap

Flag Officer Wilkinson,
Comm[d]g in Chief
United States Squadron.

[illegible]
Flag Officer Wilkinson

U. S. Flag Ship "Constellation"
St. Paul de Loando - Jany 3rd 1860

Sir

Captain Isaac T. Doyle U. S. M. C. is suffering with pain and lameness of his left ankle, the result of an injury received some years since, by which he is rendered incapable of discharging fully his duties.

Hugh Delaney - landsman - is convalescent, passed has been delicate in health, occasionally on the list. Recently symptoms of heart disease have been developed which renders him unfit for service. I therefore have to request a survey may be held on the above named persons.

Very respectfully
Your obedient servant
T. L. Smith
Flag Surgeon

To
Capt. John S. Nicholas
Commdg. U. S. F. Constellation

Approved
J. S. Nicholas
Captain

Flag Officer

William Inman
Comg U S African Squadron

Duplicate

U. S. Flag Ship "Constellation"
St. Paul de Loanda
January 4th 1860

Gentlemen,

You will hold a Strict and Careful Medical Survey upon the persons named in the foregoing request of Captain John S. Nicholas; and you will report to me in duplicate, in each of the Cases named therein, as to their unfitness for Sea Service.

Very respectfully
Your obt. Svt.

Wm Inman

Flag Officer,
Comdg U. S. African Squadron

Surgeon N. Pinkney
Asst. Surgeon J. B. Semple
" " Alexander M. Vedder.

U S Flag Ship "Constellation"
St Paul de Loanda Dec 1st 1860.

Sir

In obedience to your order of the 3d inst
we have held a strict and careful survey on
person Isaac J Doughty U S M C. and find
him suffering from an analysis of the ankle
joint. together with great pain and considerable
deformity, resulting from a severe injury received
some years since by a fall from a carriage, which
produced a fracture of both bones of the leg, with
subsequent dislocation. He is in addition to the above
he is suffering from inguinal hernia. We con
sider him in consequence entirely unfitted for
duty on Ship-board, and recommend his speed
y return to the United States.
There is no evidence that his disability ori
ginated in the line of duty.
We have also in obedience to the same order
examined Steph De Searcy. Landsman, and
find him affected with valvular disease
of the heart, accompanied with dilatation of
the left ventricle, and great disturbance of
the circulation. There is also a well marked
anaemic condition of the system with great
debility. There is no evidence that this dis
ease originated in the line of duty.
We consider him in consequence entirely unfit
ted for active duty, and recommend his
being sent to the United States for the

purpose of receiving Hospital treatment.

We are very respectfully
Your obt Servants.
Marian Pinkh
Surgeon, U
F. C. Semple M
Assist Surgeon
Supt Yellow
Asst Surgeon U

Flag Officer
William Inman
Commanding U S Africa Squad

Approved

Flag Officer
Comg U. S. African Squadron

Duplicate

1/1

U. S. S. "Constellation"
Aug. 2nd 1860.

African Squadron.

U S Flag Ship Constellation
St Paul de Loando
Dec 1st 1860.

Sir

In obedience to your order of the 29th ult., we have held a strict and careful Survey, and report as follows.

William Jones Seaman, was admitted Aug 2d with acute conjunctivitis, which was followed by ulceration of cornea, and general internal inflammation. At present vision is entirely lost in left eye, and there is marked protrusion of the cornea, with complete opacity; has also sympathetic inflammation of the other eye. Prolonged and careful treatment has not been followed by any satisfactory results. The duration of the affection is unquestionably permanent, but it will probably be relieved by hospital treatment. The disease originated in the line of duty.

Henry Cooper Seaman, was admitted Sept 10th affected with Chronic rheumatism, evidently upon syphilis. His condition has not been greatly improved by a course of treatment, but would be benefited by being sent to the hospital. The duration of disease is uncertain. We are of opinion that the disease originated in the line of duty, as there is no evidence of the first produced.

William Dexter Cap't. M. T. Top., was transferred to this ship from the "Clio". Suffering under a bronchial affection, and was admitted upon the list July 11th. He now has Phthisis pulmonalis. Duration uncertain. There is no evidence that disease originated in line of duty

We recommend that he be transferred to this for treatment.

R N Smith. Sandsman. has been suffering from chronic bronchitis. since transferred this Ship. there is now considerable impairment of the powers. with evidences of incipient phthisis. Duration of disease uncertain. there is no evidence that disease originated in the line of duty. He is recommended to be sent to the U States. and there discharged the Service.

Wm Smith 3d Sandsman. had ulcers on the Scrotum before transference to this Ship. has secondary Syphilis. engendered on a sore constitution. as evidenced by enlarged and indurated inguinal glands. and an eruption. Duration of disease uncertain. recommended to be sent to the U States and discharged the Service.

John Glynn. Capt Steward. was transferred to this Ship suffering from Rheumatism. which has increased gradually up to the present. has been previously endemmed by a residence for some affection. Duration of disease uncertain. There is no evidence of its origination in the line of duty. recommended to be sent to the U States. and discharged the Service.

Very Respectfully
Your obt Servt
Marian Pinkney
Surgeon
Asst Surgeon
David Kindleberger
Assistant Surgeon

To Flag Officer Wm Jones
Commdg U.S. African Squadron.

Approved.

Flag Officer
Comdg U. S. African Squadron.

U. S. Flag Ship "Constellation"
St. Paul de Loanda, Nov. 29th 1859.

Sir

I have to request a survey be held on the following named persons who in my opinion are unfit for the service. viz. Wm Jones, Seaman — Henry Coyne, Ord. — Wm Saxton C. Mty Sgt. John Glynn, Capt St. — Rich.d H. Smith, Lds. and Wm Smith, 3d Lds. —

Very Respectfully,
Your obt. Servant
C. L. Smith
Asst Surgeon

To Capt.
John S. Nicholas
Commdg U. S. S. "Constellation"

U. S. Flag Ship "Constellation"
St. Paul de Loanda Nov 29th 1859

Sir

I transmit herewith a request for a medical survey from Asst Surgeon C. L. Smith upon the men named therein, belonging to this ship, who are in my opinion unfit for the service

I am
very Respectfully
Your Obt. Servt
John S. Nicholas
Capt

Flag Officer
William Jones
Commg U. S. African Squadron

U. S. Flag Ship "Constellation"
St. Paul de Loando
November 30th 1859.

Gentlemen

You will hold a strict and
careful Medical Survey upon the persons
named in the foregoing request of Captain
& Com. Nicholas; and You will report
them in triplicate, in each of the cases
named therein as to their unfitness for Sea Ser

Very Respectfully
Your Obt. Servt
[illegible]
Flag Officer
Comdg U. S. African Squadron

Surgeon Stevian Pinkney, U. S. Steamer "San Jacin
Asst Surgeon. Alexander M. Vedder. U. S. Store Ship "Supply
Asst " David Kindleberger U. S. S. "San Jacinto

Extract from Letter
Dated
Loando November 14th 1859.
U. S. S. "Constellation"
Off Loando

U. S. Steamer Dandelion
St Paul de Loanda
Nov 30th 1864.

Sir

We have the honor to make a short and careful answer, in obedience to your order of the 24th inst and respectfully report as follows:

Lieut Edward Donaldson has been on the sick list since the 21st inst with bronchitis - laryngitis but suffered from the same causes previously to his admission. His hoarseness and partial loss of voice, considerable congestion of the fauces, slight cough, easy effort in expectoration, aggravation by the climate, and increasing debility, necessary and at times has had partial oedema threatening suffocation. Has been actively and attentively treated with little improvement

Lieut Isaac Dibble attacked in 1864. after ex - posure and more than ordinary effort of the voice, and subsequently to a course of treatment was surveyed and reported unfit for duty. The duration of the affection is uncertain. We are therefore of opinion, he is unfit for active duty. His disease originated in the line of duty.

Isaac Dibble, Carpenter, is affected with paralysis of the right side of face and loss of vision of right eye. He has been upon duty upon exposure; and is at all times unfitted for the proper performance of active duty.

The duration of the disease is uncert
ably permanent. Said disability
origin in the line of duty while atte
to "Wilkes Exploring Expedition"
Hugh Flynn. Landsman, has been
Surgical treatment since the 21st
Nov 1838 at which time he received
the finger, located at flexor mu
of right great toe, with supposed injur
of internal plantar nerve. Has had
this treatment, and is now better than
admitted; cannot walk without pain
is therefore unfit for duty. His disab
is limited in duration, probably requir
Hospital treatment and originated in
line of duty.

Very Respectfully
Your obedient Servants
T. L. Smith Asst Surgn
W. M. Moore
Pro Asst Surgn
Alexr M Vedder
Asst Surgeon

Flag Officer
Wm Inman
Commander in Chief
U S Naval squadron
Coast of Africa
Approved,
Wm Inman
Flag Officer Comdg U. S. African Squadron

Duplicate

U.S. Steamer San Jacinto
St Paul de Loando, Nov 25th 1839

Sir—

I have the honor to request that a medical survey be held in the cases of

Edward Donaldson, Lieutenant.
James Dibble, Carpenter,
and Hugh Flynn, Landsman,

as they are, in my opinion, unfit for the service

I am Sir
Very Respectfully
Your Obt. Svt
Duncan Pinkney
Surgeon

To
Capt W. M. Armstrong
Comdg U.S.S. San Jacinto

Sir

I respectfully transmit to you, the request of the Surgeon of this Ship, for a Survey on Lieut Donaldson, Carpenter Dibble and Landsman Flynn.

I am Sir Respects
Your Obt Servt
Wm M Armstrong
Capt

Flag Officer
Wm Inman.
Comdg in Chief of U. S Squadron
Coast of Africa

U. S. "Flag Ship" Constellation
off St. Paul de Loando.
November 29th 1859.

Gentlemen,

You will hold a strict and careful Medical Survey upon the persons named in the foregoing requisition of Capt. William M. Armstrong, and you will report to me in triplicate, in each of the cases named therein, as to their unfitness for Sea Service.

Very respectfully
Your Obt. Svt.
[illegible]
Flag Officer
Com'dg U. S. African Squadron

Fleet Surgeon, Thomas L. Smith.
Passed Asst. Surgeon, John M. Browne.
Asst. Surgeon, Alexander M. Vedder.

1 - Capt. Armstrong
1 - Landsman
U. S. S. "Constellation"
Nov. 30th 1859.
African Squadron.

W.S. Ship "Portsmouth".
St. Paul de Loando.
January 31st 1860

Sir:

In obedience to your order of 14th inst. we have held a Careful Survey on the persons named thereon and respectfully report as follows: —

Wm Neill. Seaman has General debility habitual Constipation. Duration of disease uncertain but probably is amenable to treatment. We are of opinion he is unfitted for the performance of duties as Seaman. There is no evidence that his disease originated in the line of duty.

Thomas Dempsey. P.M. has dislocation distal extremity of right clavicle under ordinary proceedings. Loss of ability recorded, is permanent & originated in the line of duty.

William Keeble Capt. A. Guard. is affected with right oblique inguinal hernia, rendering him inefficient for duty. The disability is probably permanent and originated in the line of duty.

Chas. J. Chaplin. Seaman. Is affected with epilepsy & is unfitted for the service. The duration of his disease is uncertain. There being no evidence that it originated in the line of duty.

Richard Charles. F. Sea. Is suffering from functional derangement of the urinary organs for which he has had a regular commitment without any radical relief. In his present condition he is unfit for service & would be benefited by hospital treatment. There is no evidence that his disease originated in the line of duty.

Nath'l E. Story. Landsman. was originally admitted upon his own declaration, but that declaration upon is unable to perform his duty in consequence of anchylosis of the left knee joint. His case is one for hospital treatment, its duration is undoubtedly limited. There is no evidence that his disease originated in the line of duty.

James Whitman. Private. is now on the sick list. He is very respectfully

Your obt. Servt.

I. L. Smith
Asst Surg

Approved

Wm Inman
Flag Officer
Comdg U. S. African Squadron.

Wm. Inman
Flag Officer
Comdg U.S. African Squadron.

John W. Brown
Asst Surg
Actg Asst Surgeon
U.S.S. Sumter

original -

U. S. Ship Portsmouth
St Paul de Loanda
Decr 12th 1859

Sir,

I have to report William Hilt, Seaman, Thos Dempsey, Boy 1st, William Trible, Capt A. Grand, Chas Chaplin Sea, Richd Clark Ord. Seaman, Nathl E. Story Landsman, and Jas Whitman, Private, incapacitated by sickness, and insensibility for the performance of duty,

I am very respectfully
Chas O. Brownell
Surgeon

To Jno Colhoun Esqr
Commanding

Sir:

I have respectfully to request a survey on the above named persons reported by the Surgeon of this ships

I am, very respectfully,
your obdt. servt,
Jno Colhoun
Commander

Flag Officer
Wm. Inman
Comdg U.S. Naval Forces
West Coast of Africa

U. S. Flag Ship "Constellation"
St. Paul de Loanda,
January 4th. 1860.

Gentlemen,

You will hold a Std. and Cau
Medical Survey upon the persons name
in the foregoing request of Commander John
Colhoun, and you will report to me in
duplicate, in each of the cases named
therein, as to their unfitness for Sea Servi

Very Respectfully
Your Obt. Servt
Wm Inman
Flag Officer
Comdg U. S. African Squadron

Fleet Surgeon Thomas L. Smith
Fleet Asst. Surgeon John M. Browne
Asst. Surgeon Alexander M. Vedder.

1 - Capt. of the Guard
1 - Lieut. Commdg
U.S.S. "Portsmouth"
Jany 5th 1860.
African Squadron.

Original

U. S. Steamer "Sumpter"
Jumary 6th 1860

Sir

John Henderson Private in the Marine Guard, has been suffering from disease of the lungs from the time of his enlistment, he is permanently incapacitated for the performance of his duties, and his case will probably terminate fatally. — I consider his case a proper one for a Medical Survey.

Very Respectfully
Your Obt. Svt.
J. H. Estes
Pst. Asst Surgeon.
U.S. Navy.

Lieut Comdg James F. Armstrong
U.S.S. Sumpter
St. Paul de Loanda

U. S. Steamer Sumpter
St Paul de Loanda
January 6th 1860

Sir.

I Respectfully request a Medical Survey may be ordered on Private Henderson of the Marine guard of this ship

Very Respectfully
your obt Svt
Wm D'Armstrong
Lieut Commanding

Flag Officer Wm Inman
Comm'd'g U. S. African Squadron
Nor Castle Africa

U. S. Flag Ship Constellation
St. Paul de Loanda
January 6th 1866

Gentlemen:

You will hold a strict and careful Medical Survey upon the persons named in the foregoing request of Lieut. Comdg James P. Armstrong; and you will report to me in duplicate, in each of the Cases named therein as to their unfitness for the Service.

Very respectfully
Your Obt. Servt.
Wm Inman
Flag Officer,
Comdg U. S. African Squadron

Surgeon Charles D. Maxwell
Jas. d Asst. Surgeon. John M. Browne
Asst. Surgeon Alexander M. Vedder

178

W. S. Steamer Sumpter
St. Paul de Loando.
January 7th 1866

Sir:

In Obedience to your Order of the 6th inst. we have held a strict and careful Survey upon the person named therein respectfully report as follows:-

John Henderson. Private. Has Phthisis Pulmonalis and is consequently unfit for Service. The duration of his Disease is uncertain there being no evidence that it originated in the line of duty.

We are very respectfully
Your Obt. Servts.
Chas D Maxwell
Surgeon
Jno M Browne
Asst Surgeon
Alex M Vedder
Asst Surgeon

Flag Officer
William Inman
Comdg U.S. African Squadron.

Endorsed

Wm Inman
Flag Officer
Comdg U. S. African Squadron

U.S.S. "Dumpster"
Aug 7th 1869.

African Squadron.

...ography.
...Monpier
...Vice Consulate

77

U.S. Steamer "Dumpster"
At St. Paul de Loanda
Aug. 6th 1869.

Sir:

I hereby respectfully report that John Thorne, Ord. Sea, attached to this Vessel, was sick on the 26th ult. with "Secondary Syphilis" during much the larger portion of the time that he has been in Commission.

And as he is rendered by this disease incapable to perform any duty, and in all probability will continue so, I respectfully recommend that he be sent to the U. States by the earliest conveyance.

I also respectfully advise that a similar disposition be made of Alfred Smith, Engineer, attached to this Vessel, in consequence of frequent disability on his part to perform duty, occasioned by "Chronic Lumbago" and probably disease of the lower bowels.

I am, Respectfully,
Your Obt. Servt.
Signed, W. D. Harrison
P.A. Surgeon

To: Le Roy, Esq
Comdg U.S.S. Dumpster
St. Paul de Loanda.

Sir: Very respectfully
Your Obt. Servt.
W. D. Harrison P.A. Surgeon

H. M. Flag Ship Constellation
St Paul de Loanda
December 14th 1859.

Surgeon.

You will hold a strict and careful Medical Survey upon the persons named in the foregoing Request of Lieut. Comdg Wm. Le Hoy, and you will report to me in writing in each of the cases named therein, as to their unfitness for the Service.

I am respectfully
Your Obt. Servt.

Wm Lemon
Flag Officer,
Comdg H.M. African Squadron.

Fleet Surgeon. Thomas L. Smith
Asst Sur. Surgeon. John M. Browne
Surgeon. Alexander M. Vedder.

Special

W. S. Steamer Dryade.
St Paul de Loando.
Dec. 14th 1859.

Sir:

In Obedience to the foregoing Order we have made a strict & careful Medical Survey on the men named respectfully submit the following Report.

John Thorne. Ord. Seaman has Secondary Syphilis which in our opinion unfits him for Service. The duration of the disease to mentain.

Alfred Taylor. Marine. has Haemorrhoids. Lumbago. Other Symptoms of debility: the duration of the same is notably limited.

He would be benefited by a change of treatment which we recommend should be pursued on board the vessel to which he is now attached.

We Are. very respectfully
Your Obt. Servts.
T. L. Smith
Fleet Surgeon
John M. Browne
Asst Surgeon
Alexr M. Vedder
Asst Surgeon H.M.S.

Approved.
Wm Lemon
Flag Officer
H.M. African Squadron.

Flag Officer
Wm Lemon.
Comdg H.M. Naval Forces.
West Coast Africa.

[illegible]
[illegible]
[illegible] 1866

Sir:

I have the honor to submit herewith the bills of the Master Carpenter for putting up the Store-house lately built by the United States at this place, and for such other matters for the Yard as were ordered by the Department.

I understand that the Contractor for the premises has made no claim for extra allowance without the sanction of the Department.

The Work on the Water Head has been performed, by the Navy Yard force under the immediate direction of the Master Carpenter, who has been employed, at the Navy Yard, for the last fourteen years, & knows what work, and how much the Contractor was at fault in the Engineer.

Materials and Labor as per bill	$ 125.00
Materials for Wharf, same as per bill	
Stone and Labor, as per bill and receipt	
Cap Stone	544.27
Plank for Wharf	19.14
Total Amount of Bill	$ 688.41

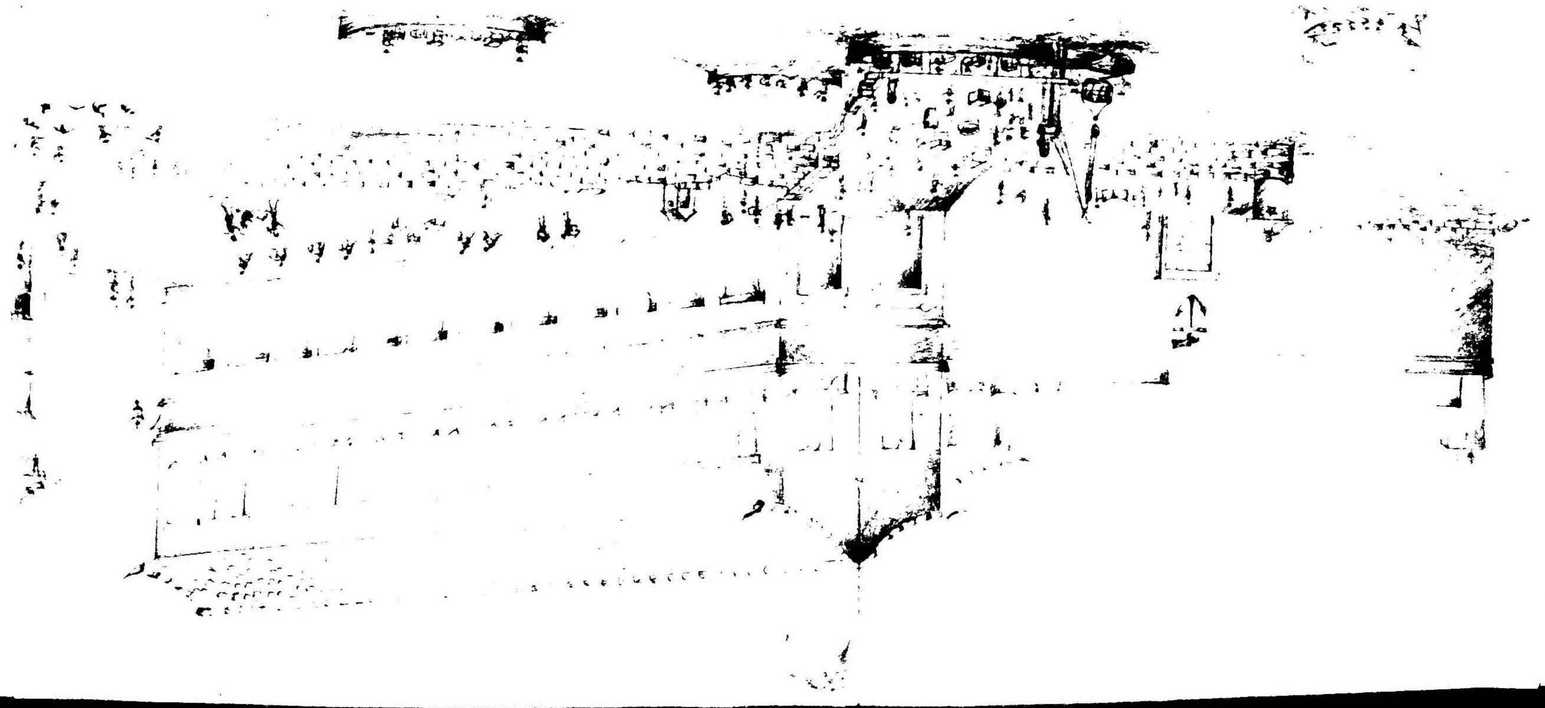
Amount Authorized by me [illegible] Instructions $ 1000.

As the Master Carpenter is the only Officer that superintends the Public Buildings and Grounds, and has made the Drawings and Estimates formerly submitted, I have not thought it necessary to notice the Contractor, but have instructed him to report to the Master Carpenter.

I am, very respectfully,
Your obedient Servant
[illegible]

Hon.
Isaac Toucey
Secretary of the Navy
Washington, D.C.

Navy Yard
Boston, Mass.



ack

One
Mar. 21

J. March 14.

U. S. Dep. Sec'y Constantine
St. Paul Minn.
Corner Robt & 7th

Dep.

I have the honor to forward
herewith a receipt of Thomas Gil-
bert citizen Sioux Indian for
1 cannon in the case of a Sioux
Indian named Stepper, with two orders
thereof to me by Del Lieut Gov.
upon Commissioner of the Genl of Min.
for the Office thereof &c. &c. to whom respectfully
Your Obedt Servt

I have inspected this machine &
have seen it in operation & believe it
to be a very good & effective weapon
of its kind.

I am
Very respectfully
Your Obt Servt
[signature]
Maj Genl
Comdg Dept of Dakota

Hon
Secretary of the Interior
Washington
D. C.

H. S. Ship Tweed
At Sea. Nov 16th 1859

Sir

I have the honor to forward herewith proceedings of Genl Court Martial, for transmission to the Navy Department.

I beg leave to ask the attention of the Flag Officer to the case of M. J. Stepper, Private Marine. in which the Court find the Prisoner "Not Guilty" and which Finding I feel it my duty to disapprove, for the reasons that

In my opinion the evidence, as per record of the Court, clearly establishes his guilt, the only truly reliable witness in the case being the Corporal of the Guard, while the fact that M. Stepper was at work below, & he came on deck for the purpose of aiding, in a disturbance is to me most clear.

Depending, as we must, on the Marine Guard to aid in preserving order, and a proper discipline in our ships, I felt that it was my duty, notwithstanding the "Finding" of the Court, to punish said Stepper: which I did by keeping him in double irons Ten days, and in extra duty, for one week.

I would be pleased to know if my action in the case is approved

I am Very Respectfully
Your Obdt Servt
W. J. Tatton
Commander

Capt
Wm Inman
Comdg in Ch. U. S. N. forces
N. C. of Africa

U S Ship Vincennes
At Sea Nov 14th 1859

Sir

As the Marine officer of this Ship I consider it my duty to bring to your notice the punishment which has been inflicted upon a marine (Pvt Stepper) of this Ship by Comdr B. F Totten

The said marine was reported for unsoldierlike conduct and neglect of duty, and was immediately confined in double irons in the brig, Comdr Totten ordered a Summary Court Martial to convene on the 10th of November 1859, and preferred charges against the said marine (Pvt Stepper).

The Summary Court found the said Marine (Pvt Stepper) not Guilty, and did therefore acquit him, Comdr Totten refused to approve the proceedings of the Summary Court, saying to the said marine (Pvt Stepper) on the Quarter deck of this Ship. The Court has found you not Guilty, and have acquitted you, But I am firmly convinced that you are Guilty and shall therefore punish you. The said Marine (Pvt Stepper) was then confined in double irons in the brig, for over fifty six hours, and when taken out was kept on double duty for one week.

To
The Navy Department
&c &c &c

Sir
Your Obt Servt
Wm Ray
Sergt Major
Comdg U. S. Marines Squadron

For Sir as I consider the said man
(Wm Skipper) has been treated with g
injustice, I deem it my duty to subm
the case to you.

I have the honor to be
Very Respectfully
Your obt Servt
Geo. R. Turner
2nd Lieut Comdg Gu
U. S. Ship Vin

Flag Officer

Wm Penman
Comdg U. S. Naval For
West Coast of Af

U. S. Ship Sinnet
At Sea Dec^r 7th 1839

Sir

I have the honor to forward a communication from the Marine Officer of this Ship, 2nd Lieut G. P. Turner, I had previously enclosed to you the proceedings of the Genl Court in the case of M. J. Stepper, Private Marine, with a letter dated Nov^r 15th, asking your particular attention to that case.

On the 5th of December, while at Sea, I received from Lieut Turner the accompanying Com^{ion} dated Nov^r 12th, alluded to above, and addressed to the Flag Officer, with a written request that I would forward the same.

In view of the circumstances of the case, viz. My having disapproved the Finding of the Court not considering it in accordance with the testimony record — and been obliged, by a sense of duty, to punish said "Stepper" though much more leniently than his offence merited. Also the fact that Lieut Turner knew that some time must elapse before he could meet with the Flag Officer, when it would be quite time to represent any grievance to the Flag Officer. His constituting himself a Judge of the Conduct of his Commander, & bringing against him a charge of "Great Injustice" — And his manner of doing so evidencing the intention, by means

Flag Officer
I^{am} Inman
Com^{dg} in Ch^f U. S. Nav^l Forces
Mediterranean

means of a communication to the Flag Officer, of making his Commander with marked disrespect & contempt. I could regard in no other light than that of a serious breach of discipline, & of extreme insubordination, requiring from me a prompt & effectual notice.

I therefore sent for Lieut Sumner, on the Quarter deck, and suspended him from duty, and confined him to the limits of his apartment.

I have the honor to be
Very Respectfully
Your Obt Servt
B. J. Totten
Commander

J. M. Gilman

Flag Officer

Comdg U. S. African Squadron

U. S. Flag Ship Constitution
at Eagle de Lavedan -
January 21st 1860

Sir:

I have received your letter of the 15th
December 1859, informing me of your having
landed from duty, and reporting to this Depart-
ment 2d Lieut. George F. Turner, of Marines,
serving in the "Niagara".

I received herewith the letter of Lieut.
Turner, dated November 14th 1859.-

The "Niagara" will immediately sail for
the United States, and my instructions are
explicit.

I have therefore, submitted it to the
decision of the Navy Department, the papers
relating to the case.

In the mean time, you will perhaps
cause Lieut. Turner, until the Department may act,

I am not able to understand to appear
the course of Lieut. Turner, in making an appeal
in one, under such circumstances, neither can I
perceive in that appeal, sufficient to account to
refuse him, in this climate, for the balance of
time to his detachment.

I am,
Very respectfully
Your obt. Servt
(Signed) H. Ap Thomas
Flag Officer,
Comdg U. S. African Squadron.

Commander
C. K. Stribling
Comdg U. S. Sloop "Niagara"
Lavedan

True Copy H. Ap Thomas
Flag Officer's Secretary.

. Mexican squadron ..

Copy

H. M. Ship [illegible]
at Seattle Washington
January 15th 1871.

Sir,

I have the honor to report for your information that on the 14th inst. [illegible] reported to me the desertion of [illegible] from this ship, and I immediately dispatched a boat in search of him, but without success. I have since ascertained that he left the ship in a canoe, and I have reason to believe that he is now at Victoria, Vancouver Island. I have the honor to be Sir, your obedient servant,

[illegible]
Commanding

To
Rear Admiral
Hastings Kingcome C.B.
Commander in Chief &c. &c. &c.

(signed) Wm. Dowman
Flag Lieut.
Commander H.M. Pacific Squadron

Copy

Rear Admiral Kingcome
Commander in Chief

Victoria

Jan. 16th 1871

Sir,

I have the honor to report for your information that on the 14th inst. [illegible] reported to me the desertion of [illegible] from this ship, and I immediately dispatched a boat in search of him, but without success. I have since ascertained that he left the ship in a canoe, and I have reason to believe that he is now at Victoria, Vancouver Island. I have the honor to be Sir, your obedient servant,

[illegible]
Commanding

To
Rear Admiral
Hastings Kingcome C.B.
Commander in Chief &c. &c. &c.

(signed) Wm. Dowman
Flag Lieut.
Commander H.M. Pacific Squadron

H. M. Ship Invincible
Lisbon Jany 22d 1806

Sir

The accompany communication
was recd yesterday, but not being sealed
until after your order recd this morning
by which I instructed Lt Gl Thorne to hoist
my Pendt

I have the honor to be
Very respectfully
Your Most
Ob. Hble Servt
Chas Tyler

Hon. Robt Smith
Secy of the Navy
Washington

Application of Thos Adams

U. S. Ship Vincennes
Jany 21st 1860

Sir

On the 5th of Dec last, I sent to Comdr Totten a communication to be forwarded to you. As soon as Comdr Totten received my communication, he sent for me on the Quarter deck, and in the presence of the 1st Lieut, said, I have received your communication Sir, did you suppose for one moment that I did not intend to report this case to the Comdr in chief? I replied, I have nothing to do with that, Comdr Totten then said, I consider your conduct highly insubordinate, and I suspend you from duty, Go below Sir, and confine yourself to your apartment, and do not leave it except to obey the calls of nature.

I have been kept suspended for forty seven days, deprived of the rights and privileges of an officer, confined to my apartment in the hottest of climates, not allowed one moments access in the fresh air, and for what? I must acknowledge myself totally in ignorance. What part of my conduct Comdr Totten can construe into insubordination, is an enigma to me. I merely exercised a right which I believed every officer possessed, the right of appeal, such appeal was not made through any

Respectfully
Your Obt Servt
Wm Maxwell
Flag Officer
Cmdg U.S. Squadron

spirit of insubordination, but simply from a sense of duty. I believe it to be an almost unparalleled case, an officer confined to his apartment, unless it may have been for some heinous offence. Indeed there is a General order from the Navy Department dated Dec 15th 1841 saying, the officer arrested on a foreign station shall be confined to his room, or restricted from the proper use of any part of the Ship in which, before his arrest, he had the right to be, except the Quarter Deck, unless such restraint shall be necessary for the safety of the Ship, or the preservation of good order and discipline, and even in that case, he shall be no further restrained than shall be necessary.

Emanating from a punishment which I have not deserved, I respectfully submit my case to you, feeling well assured that you will do me ample justice.

I have the honor to be
Very Respectfully
Your obt Servt
Geo. P. Inman
2nd Lt U.S.M.C.

Flag Officer
Wm Inman
Comdg U S Naval Forces
West Coast of Africa

With No 39-
Specially referred to
the Navy Department by

[illegible]

Flag Officer
Comdg U. S. African Squadron

Copied 2 Dec

U. S. Ship Lancaster
St Paul de Loando June 22d 1850

Sir

Upon the honor I am to the accompanying
Letter from Master Thos. C. Selfridge will state-
ments obtained by me from several Officers
of this Ship.

These "Statements" unwittingly I believe
on the part of the writer are of such a nature
as to mislead - for as the the gig was to
windward of the Yard Arm boat she
was not, at any time, the distance stated,
and in approaching the Ship, the Yard
Arm boat had to pull across the bow of
the gig to gain the Starboard quarter in viola-
tion of an order of Flag Officer known,
well known in the Squadron.

It will doubtless appear to you, that, as
the N. R. boat always comes on the starboard side,
there would have been no necessity for her going
~~on~~ the Port side in that instance - if the dis-
tance & position of the boats had been as
represented; and very easily might Mr Selfridge
have gained the Yard Arm while I was pulling
around the Stern of the Ship

Having kept no notes, & considered it proper
& necessary to obtain any statements from any person,
either in that instance, or any subsequent one; I
can only say that Mr Selfridge's conduct was such
in that, & in other cases of which he speaks, that
I thought it proper to notice his conduct.

I had found by experience, in the case of
Mr Selfridge, that it was useless to caution or
advise him - I had tried it, representing to
him that his manner was extremely

wrong

exceptionable & disrespectful, but with no effect.

I do not trouble you with a lengthy communication, & will only say, that although Mr Selfridge is naturally acute, and as well advanced in professional knowledge as can be expected considering his very limited experience in the service — still he has yet very much to learn, & one of the 1st & most important is, that it is rarely possible that his Commander, whoever he may be, may know a little more than he does.

In every case he stakes in his report, & in many others. I considered his manner to me extremely coarse & disrespectful, and not such as should be adopted by a young Officer emulous of a good Standing in the Service.

It is unnecessary for me to allude to the tone of the first part of Mr Selfridges letter, as you will, in that, see plainly the spirit which actuates him — & for this alone I thought it proper to suspend him from duty.

Nor can it be necessary for me to point out to you the fact of his obtaining the accompanying Statements from the Officers of the Ship — having to me the appearance of a combination closely resembling a "Mutinous Assembly"

I have the honor to be
Very Respectfully
Your Obt Servt
B. J. Totten
Comdr

Flag Officer
Wm Inman
Commr in Chief U. S. Squadron
&c &c &c

U. S. Ship Cincinnati
January 21st 1839

Sir,

Accompanying is a report, that I have felt myself compelled to make of the conduct pursued towards me by Comdr. Tatnall, also a request for a Court of Inquiry.

Hoping that the reasons therein produced, may be sufficient in your judgement for the granting of my request,

I remain
Very Respectfully
Your Obt. Servt.
Thos. B. Eldridge
Master U. S. Navy

To
Flag Officer Wm. Inman
Comdg. U. S. Naval Forces
East Coast of Florida

With No 40. —
Specially referred to the
Navy Department by

[signature]

Flag Officer
Comdg U.S. African Squadron

U. S. Ship Vincennes
October 11th 1838

Sir:

Ordered to visit extensive regions of the Pacific Ocean to bring to the notice of the Commanders in Chief of this squadron, the different systems of rule, and regulations adopted by the Commanders of other Ships of the United States, when meeting at sea, or in Port, as Objects of the Service.

Desirous of such information as may prove beneficial to myself, as well as others, who may be placed in similar situations, I respectfully request,

That you will furnish me with your views, and opinions of any Improvements in the present system of Signals, which you may have had occasion to practice, and which may be deemed necessary to be observed by the Squadron under your command.

Should you deem it proper to make any alterations, I would feel much obliged by your forwarding me a Copy of the same, and the Reasons which induced you to make them.

Should you have any Signals or Evolutions, which you may deem necessary to be observed by the Squadron under your command, and not mentioned in the Signal Book, you will please forward me a Copy of the same, with the Reasons which induced you to make them.

Should you deem it necessary to make

or me going the same way, the injunction
not pass his lips unless the urgency
Marine demand it, which we will not
to do so."

I relied that my case could not be
cut in this sight, but if it is cut
time assured him that I intended no

Colonel Tottenham, Comm. Tottenham
me from duty, and returned me from
ship.

Again on the morning of Sept 20th
Lieut, under the act for training ship
of the Lords Admiralty, and the after yards
Lieut. R, Comm. Tottenham addressed me as
"Sir, how is about the Gun is it out?" I
"Yes Sir" Again in an excited tone, "Yes
after words Sir" His only sight was on "Sir, Sir
Comm. Tottenham this came to the people, and
me, my words excited, I thought you knew
to your ship, Mr. Pellegrini" I replied, "I do
how to I was only Sir Sir was all that
I was suspended from all duties
owed to my prohibition, that I had not de
be reinspected.

Again on Sept. 21st, in a com
-cation which I have enclosed, (and in which
is a marked absence of that courtesy due
-ion of subalterns rank) Comm. Tottenham instru
to the duties of a watch, that prohibited me
the position of a watch officer, which I have
always performed. I trust not Sir, that
induced him to take this step, casting a
upon my professional reputation, that of
reported, might affect me injuriously in after
I do respectfully challenge a single instance

I have been working in Common subjects
-fulness, in which I have not endeavoured to take
of professional knowledge.

On Sept 22d Comm. Tottenham ordered me to my
upon medical examination, I was found unfit for

Again on Sept 26th, Comm. Tottenham summoned
from the Excambion after I had gone to bed
to his (the Surgeons) cognizance, I found me on
board, though I was no duties to perform, consequent
, and this reason, that I had been a few hours

Upon this I have suffered the severest
punishment in the power of a Captain to inflict,
that I have committed no offence, by which
I can doubt, when such have should have been
sufficient to have continued Comm. Tottenham that I
intended no disrespect to my professional superiors,
that is dear to me, and of which no stain can
justly be the consequence, has been recorded because of
a difference of opinion, for the mere manner to
have a guide.

Starting from these separate grounds, un-
-shaken by an honest exercise of power, & confident
that my conduct, notwithstanding all its goal,
throughout the whole course of the Examination will bear the strictest scrutiny, I take the only
course left to me, as a gentleman, and respectfully appeal
to you for a Court of Inquiry.

Think not Sir, that this request is
presented in an hour of unnecessary anger, some
months have elapsed since this occurrence, so from
a desire to obtain authority, but take it in the
right that I present it, that of an injured
Officer.

Appended are the statements of the
several officers, who witnessed the affair of May 7th

U.S. Ship "Princeton"
off Vera Cruz Oct 5th 1859

Sir

Agreeable to your request I herein state what occurred on the evening of the 7th of June last relative to your coming on board from the shore.

You came on the port side in the gig Butler, a few days after the gig had come alongside to the Head of Reaper before the gig got a long side, when Commander Potter got on board after you came in the cabin he sent for you & you then went down to the Steerage where you remained for some time, when he told you what he had to say to you in relation to a certain order which you had broke by your conduct you made no answer & having got an order he told you, you left referring to the one relative to boats approaching a vessel (of which you were much mistaken) the 2nd time you came to it was in a respectful manner & then you declared & apologized for your conduct & left the ship. after you had come on the port side & was going in before he got on board. when he reprimanded you privately Hoping all recollections of the affair

Respectfully
Your Obt Servt
J. Bender
Pilot

Jas. O. Eldridge
Master U.S.N.

United States Ship Tuscarora
October 8th 1859.

Sir

On or about the 4th of May last, I left the beach at Orita Chiriqui on the Isthmus of Panama in the Gig, in company with the Yawl and Launch boats pulled directly for the ship, while the Gig went close in to the northern shore to avoid the spray. In consequence of the exertions made pursued by the latter boat, the former was three or four hundred yards in advance, when the gangway was reached and by which the officers in the boat ascended to the deck.

I am Sir
Very Respectfully
Your Obt. Servant
Geo. H. Preble
Lieut.

To
Thos. O. Selfridge Esq
Comdg. United States
Ship Tuscarora

Letter of
Lieut. Preble
Relative to the
Capture of the
Pirate Schooner
Marion
May 4th 1859
Brig Z. Chandler Gardner

U.S.S. Princeton
At Sea. Octo 4th/54

Sir,

On or about the 3rd of May last, the Sun Set Boat Collision yourself & other Head Room Officers and the Cap with Capt Totten and myself left the Beach of Port Praya for the Ship. The Cutter pulled Ahead of her while the Gig kept well up to windward to admit the sea & spray, thereby seperating from the Starb'd Gig my opinion, the distance between the two boats, as nearly as could not have been less than one quarter of a mile. After pulling nearly up to ahead of the Ship, the Gig was kept away and came down on her Port side as the time the Cutter was rounding to for the gangway

I. C. Selfridge (Navy Respectfully &c
Master, USN

Jno C West
Lieut USN

Officially referred to the
Navy Department, &c.
Wm Inslee
Flag Officer
Brig U.S. Mediterranean Squadron

Specially referred to the
Navy Department by

[signature]

Flag Officer
Comdg U.S. Pacific Squadron

1

U. S. Ship of Constitution
Sea de Grande, June 13. 1850

Sir

I have received your letter of the 2nd inst. accompanied by certain papers from Master Thomas C. Sigsbee of the Tennessee.

Those papers consist of two letters, one dated 21st inst. and one of the 11th October 1850 together with a statement from Lieut. Wade one from Lieut. Irwin and one from Surgeon Wirtz - all of them is your letter of the 21st September 1850 relative to party Master Thos C. Sigsbee &c.

I have considered the subject matter contained in all these papers & now give the speedy return of the Tennessee to the U.S. with the ratification of this court for holding a court for investigation. I have determined to give the whole subject to the judgment of the court, and the papers will be transmitted to Lieut Sigsbee to the first opportunity as Master - pending decision of the Navy Department.

It is proper that I should express to you that you take an extreme view when you speak of the Master and first and Surgeon Wirtz as a combination to ship Commander &c. Their sworn assertions.

Those papers cannot be set aside Unless proved by a fact free from exaggerated coloring, or personal animadversion - I

Commander
B. J. Totten
Senior U.S. Ship Constitution

U.S. Flag Ship Independence
at Port de France
Havana 25th. 1860.

303

Sir

I have received your letter of the
6th of October 1860 and 2d. Inst. with
the accompanied Statements from
Mate Wilder and Steward Thom-
as of the latter vessel commanded by
Master you to duty.

I have considered the subject
contained in these papers carefully
your request for a board of enquiry.

The "Wm. Penn" is the one be-
longing to the U.S. and it is not my
duty to investigate the conduct of this line.
Mate Wilder for the case will be
referred to the decision of the Navy Depart-
ment. You will be furnished instruct
in due time which best decision among the
two.

I am Very Respectfully
Your Obt. Servt.
Wm. Inman
Flag Officer
Commdg. U.S. Ships in Havana

To
Thos. C. Wetmore
Master
U.S. Steam Vessel "Wm. Penn"
Havana.

True Copy Respectfully
Flag Officers Secretary

Navy Yard Pensacola
Sept 21st 1857

Sir

I do hereby, in pursuance of an Order, of the other Officers I have detailed to perform them - You will therefore do the Masters duties, of the Ship - and on a convenient opportunity I shall make a dispensation of your conduct

B J Totten
Comdr

Master Wm O. Selfridge
U S Navy

Specially referred to
the Navy Department, by

[illegible]
Rear Admiral,
Commanding U. S. Naval Forces on the European Station

Forwarded and Submitted to the Navy Department, by

Wm Inman
Flag Officer Comdg U. S.
African Squadron
U.S. Steamer Mystic at St Paul de Loando
23d January 1860

Sir,

I have the honor to enclose herewith the dimensions for a new Foresail & Fore Topsail for this vessel. The iron in use being old when we left the U.S. & having already this cruise required extensive repairs, they cannot by any means be made to last very long in this Climate, I would therefore respectfully suggest that an opportunity would be offered to procure these required, by the "Supply" when she again returns to this Station -

I am Sir very respectfully
Your obed. Servt
Wm. L. Hoy
1st Comdr

Flag Officer
Wm Inman U.S.N
Comdg in Chf U.S. Forces
West Coast of Africa

1

Received Chief
of Bureau of Ord
Navy Dept
March 14. 1864

Sec. Navy transmits the resignation of Lieut Sebastian Cabot Lamb and asks that the same be accepted

JL
March 15/64

J. March 14.

U. S. Flag Ship Constellation
at Point de Sarcelas,
Panama R. R. Co.

4th

I have the honor to submit herewith, five General Papers, in relation to the Agents, by Contract of the U. S. Coal Depositories appointed by Commander, C. K. Stribling, U.S.N.

For the reasons set forth in my letter to the Department, N° 40 I have written to Commander Stribling and Lieut. Nicholson, the accompanying letters, by which it will be seen that I have disposed that subject to the arrangement of the Agents.

I have transferred to the "Supply" Lieut. Nicholson in exchange for Lieut. W. B. Reilly; and I respectfully refer to my letter to Lieut. Nicholson, for my reasons.

I am,
Very respectfully
Your Obt. Servt.
Wm Inman
Flag Officer
Comdg U. S. Atlantic Squadron

Hon.
Gideon Welles
Secretary of the Navy
Washington
D.C.

Recd at Chief
of Bureau of Con
Navy Dept
March 14. 1864

Recd March 14.

Recd at Navy Dept and the
Sent by the Chief Secretary
with one of the first Dispatches received

14
1864

46

U. S. Flag Ship Minnesota
at Sea off the Bahamas
January 26th 1864

Sir:

I have the honor to submit herewith, five Contract papers, for Steamers to be Captured, by Officers & Men of the U. S. Naval Expedition, of the U. S. Coast Steamers Augusta Commander, C. R. P. Rodgers, U.S.N.

On the reasons set forth in my letter to the Department, of the 20th I have written to Commander Rodgers and Lieut. Nicholson, the accompanying letters, by which it will be seen, that I have approved that Subject to the Judgement of the Department.

I have transferred to the Supply Lieut. Nicholson in exchange for Lieut. R. D. Tilley; and I respectfully refer to my letter to Lieut. Nicholson, for my reasons.

I am,
Very respectfully
Your Obt Servt
John Lyman
Flag Officer
Comdg U. S. Atlantic Squadron

Hon:
Isaac Toucey
Secretary of the Navy
Washington
D.C.

307

U S Ship Vincennes
Loando 23d January 1860

Sir

I Report Cond.r Wm S Totten of this Ship for drunkenness -

On the afternoon of July 11th 1859 while this Ship was Going in the Pt of Caience Isle of Fernando Po - Cond.r Totten Came on board and remained in Several hours in such a State of intoxication as to be incapable of attending to the duties of the Ship

I am Sir Respectfully
Yr Obt Servt
Boutwell Lowell
Lieut U S Navy

Flag Officer
Wm Inman U.S.N
Cmd.r in Chief of
U States Forces
Coast of Africa &c

U S Ship Vincennes
Loando Aug 23d 1859

Sir

Since my report against Commander Totten for drunkenness was written, circumstances have transpired which render it necessary for me to report him, for unjustifiable and oppressive Conduct this morn between the hours of seven and eight, I informed Comdr Totten that it was my intention to report him to the Flag Officer as soon as inspection was over - shortly after he suspended me from duty assigning no Reason - Upon my asking the reason he replied, that he would give one when he had time - About thirty minutes after suspending me, he sent me the accompanying letter - I in deny every charge contained therein and request that you will take such action as will cause my innocence to appear

I am respectfully
Your Obt Servt
Patrick Holcombe
Lt U S Navy

To
Flag Officer
Wm Lanman Esqr
Comdr in Chief of the
U S Naval Forces
Coast of Africa

Furnished [illegible]

U. S. Flagship Wyoming
at Shanghai
January 24th 1866.

Sir,

I have received your letter dated
yesterday inst, making reports & drawing
for the Commander in Chief of the Pacific Squadron.

I shall with return, in my dispatches
to the Navy Department & the "Iroquois"
which vessel I have ordered home.

I have referred the Widow Scatter
case to the Department & Commander in Chief
of the Navy Department and have submitted
to all the facts, & my opinion, on the
subject, with copies of my letters to you.

I am,
very respectfully
Your obdt. Servt.
signed W. A. Nicholson

Flag Officer
Comdg U. S. Asiatic Squadron

Lieutenant
J. W. A. Nicholson
U. S. Sloop "Wyoming"
Shanghai.

True Copy, A Vanden Heuvel
(Flag Officer's Secretary.)

No 45.

Respectfully referred to the
Navy Department &c

U. S. Receiving Ship
at Navy Yard Boston
January 24th 1860.

Sir

I have received your letter written
from Mobile, inviting my efforts to procure
a vacancy in the Navy for the Midshipman
who shall be selected at the "Examination"
which Vessel I have ordered from
Washington to Norfolk for the purpose
of conveying the Candidates thither, to
the Naval Rendezvous at Hampton Roads
to which the Examination are transferred
by the Department, and I have
received your letter of the 19th inst.

Yours,
very respectfully
Your Obdt. Servt.
Signed W. Inman

Flag Officer
Commdg U. S. Naval Forces

Lieutenant
J. W. A. Nicholson
U. S. Sloop "Vincennes"
Boston

True Copy, A Vanden Heuvel
(Flag Officer's Secretary.)

Navy Department
Bureau of Navigation
Washington, D. C.
January 24th 1860.

Sir:

Your letter of the 19th inst. has been received, in which you state that you have been informed that a vacancy exists in the Navy from Alabama, and that you are desirous of obtaining the appointment for a friend of yours.

In reply I have to inform you that the vacancy referred to has been filled by the appointment of Midshipman Stanhope E. Nicholson, who was selected at the late examination at Annapolis.

Very respectfully
Your obedient Servant
Isaac Toucey
Secretary of the Navy

Flag Officer
Commdg U. S. Naval Forces
Boston, Mass.

Mist No 42.

African Squadron.

U.S.S. Ship Vincennes
St. Paul de Loanda Jany 24th 1860.

Sir

I have the honor to acknowledge the receipt of copies of papers, addressed to you by Lieut Nicholson of this vessel.

In relation to the affair of this morning, I ought to state, the facts of the case, as Lieut Nicholson's report in relation to it is a misrepresentation - I ascertained last night, at a late hour, that Lieut Nicholson had put one of the Orderlies at the Cabin Door on double duty, so that he would have to keep both the first and morning watches - I sent for Lieut Sumner of the Marines, and ordered him to tell Lieut Nicholson that I did not wish the Orderlies to be put on double duty, or to be punished without my knowledge - This morning, on the Quarter Deck, Lieut Nicholson told me that he had received the order, in relation to the Orderlies from Lieut Sumner, and added that he "would not consent to regard the Orderlies in any other light than as Messenger Boys" and also added that it was his intention as soon as inspection was over to report me to the

To
Flag Officer
Wm Inman
Com'dg in Ch. U.S. Naval Forces
West Coast of Africa

Flag

Duty Officer - Considering his conduct highly disrespectful and insubordinate I determined at once to suspend him from duty - I sent for the 2d Lieut, and as soon as he came on deck, ordered Lieut Nicholson in suspension - He asked to know the reason, although he very well knew it - I told him he should be informed as soon as possible - He then turned to Lieut West and said, to this effect, "I want you to remember that I am suspended without being informed of the reason". I, as soon as possible, sent him (Lieut Nicholson) in writing my reasons for suspending him -

In relation to the charge of Drunkenness offered by Lieut Nicholson, I unhesitatingly pronounce it a false and malicious fabrication - The fact of the manner and time that this charge was brought, shew plainly the animus of the officer bringing it - I have to ask that the Charge may be investigated, and that Lieut Nicholson should have, if you think proper a copy of this reply - It is extremely painful to me at this late hour of our cruise, that you should be troubled with these matters, mortifying, notwithstanding the falsity of the Charge, that there is an officer of this ship sufficiently base to produce it.

I have the honor to be
Very Respectfully
Your Obt Servt
B. J. Totten
Com

U. S. Ship Vincennes
Loando January 23d 1860

Sir

I have to inform you that I have found it necessary this morning to suspend from duty the 1st Lieut of this vessel for insubordination and have to request a Trial on the Quarter deck, to report me to you.

I hope to be able to get through with this days inspection & shall be prepared to receive the Flag Officer at the appointed hour

I have the honor to be
Very Respectfully
Your Obt Servt
S. F. Lee

Flag Officer
Wm Mervine
Comdg U. S. Naval Forces
Coast of Africa

Flag Officer
Wm Mervine
Comdg U. S. Naval Forces
Coast of Africa

Sir

I have to inform you that I have found it necessary this morning to suspend from duty the 1st Lieut of this vessel for insubordination and have to request a Trial on the Quarter deck, to report me to you.

I hope to be able to get through with this days inspection & shall be prepared to receive the Flag Officer at the appointed hour

I have the honor to be
Very Respectfully
Your Obt Servt
S. F. Lee

Flag Officer
Wm Mervine
Comdg U. S. Naval Forces
Coast of Africa

U. S. Sp Vincenn.
January 23d 1860

Sir

You are suspended from duty for insubordination. Make your Commander such due respect on the quarter deck of this ship

D. J. Potter
Commander

Lieut Wm. H. Nicholson
U. S. Navy

U. S. Sp Vincenn.
January 23d 1860

Sir

You are hereby ordered to proceed to Rio Janeiro in the Store Ship Vincennes under your command, and on your arrival there you will report yourself to the Commander in Chief of the United States Naval Forces on the Brazil Station.

D. J. Potter
Commander

Lieut Wm. H. Nicholson
U. S. Navy

Brevet No 4 à -

Speciallement à la tête

Nous Département de

Pour

Frais Affecté

Conformément à l'Instruction

No. 147.

U. S. Flag Ship Constellation
St. Paul de Loanda
January 24th 1860

Sir:

You have been ordered to duty, pending the decision, by the Navy Department, upon your suspension, by Commander Otis.

You have been detached from the "Vincennes", and ordered for duty on board the U. S. Ship "Supply."

That ship will immediately return to the United States, as will be "Vincennes" from which you are detached you from that vessel because of your insufficiency in the performance of your duty as routine Officer; for the "Vincennes" is in an efficient order, and your position in the "Supply" will be the same.

It seems that the good of the service will be advanced by your immediate removal from an Official position, in which conflicting reports from your Commander and yourself have been submitted to the judgement of the Navy Department.

I am,
Very respectfully
Your Obt. Servt.
(Signed) Wm. Inman
Flag Officer
Commdg U. S. African Squadron

Lieutenant
J. W. A. Nicholson
U. S. Sloop "Vincennes"
Loanda

True Copy, A. Van den Heuvel
Flag Officer's Secretary.

No. 1

U. S. Steamship "Constellation"
St. Paul de Loanda,
January 14th 1860.

[illegible] Sir,

[illegible] Despatch [illegible] of your letter
[illegible] Government at Benguela [illegible]
[illegible] be sent, [illegible] communication addressed
[illegible] by the Minister Resident of the United
[illegible]tes, in Portugal, for the use of the Africa
[illegible]nadoes, has been [illegible]ended.

I am,
very respectfully
Your obt. servt.
[illegible]
Flag Officer.
Commdg U.S. Naval Forces on Coast of Africa.

[illegible]
Isaac Toucey
Secretary of the Navy
Washington
D.C.

Flag Officer
Commdg U.S. Naval Forces on Coast of Africa
St. Paul de Loanda

Isaac Toucey
Secretary of the Navy
Washington
D.C.

1 Oh

Rich

J. March 14. 6

U. S. Ship Marion
St. St Paul de Loando
June 28th 1860

Sir

In obedience to your order of 26th inst. we have held a strict and careful Medical Survey upon Acting Master, Wilbur B. Hall and find that he is affected with Chronic Opthalmia which prevents his performing the duties of his position as Master, and which is not likely to be benefitted by treatment in this climate. We therefore respectfully recommend that he be sent to the U. States for the restoration of his health in this particular.

We are very respectfully
Your Obt Servts
W. L. Hannum
Surgeon
W. H. Whittington
Asst Surgeon
Frederic Von Hilton
Asst Surgeon

Officer
Wm Inman
Comdr U. S. Steamer Marion
West Coast of Africa

Wm Inman
Comdr

U. S. S. Marion
St Paul de Loanda
Feby. 4th 1860

Sir

In obedience to your order of yesterday we have made a strict and careful survey on the men named; and respectfully report as follows

John Murphy - Landsman is suffering with Dispepsia of long standing. We are of opinion he is unfit for the service.

There is no evidence of it being caused by exposure in the service

Henry Nethey - Landsman is subject to Epilepsia and is unfit for the service.

Not acquired in the service

Very respectfully
Your obedient servants
D. L. Braithwaite Asst Surgn
W D Harrison
Asst Surgn
M. D. M'Donough
Actg Asst Surgn

U. S. African Squadron

Flag Officer
Wm Inman
Commdg. U. S. Squadron
West coast of Africa

U. S. Flag Ship "Constellation"
St. Paul de Loanda
February 3d 1860

Gentlemen.

You will hold a Strict and careful Medical Survey upon the men named in the foregoing request of Commander C. H. Bell, and will report to me in duplicate your decision.

Very respectfully
Your obt. Svt.

Flag Officer
Comdg U. S. African Squad

Fleet Surgeon. T. L. Smith
Pd. Asst. Surgeon W. F. Harrison
" " " J. M. Browne

[redacted]

Washington
April 13th 1861

G. April 2. Hoss

Copy

Sir

I have the honor to report that the Brigantine under my command arrived at this port on the 9th inst. from Matanzas with a cargo of Sugar consigned to the Master of the vessel.

My reason for not reporting the arrival of the Brigantine was that the Master informed me that he had been directed by the owners in Boston to take the vessel to the North side of the Island for the purpose of being shipped for the Baltic & that he was to proceed to Matanzas after the vessel was in readiness to receive her cargo.

On the 13th inst. I proceeded to Key West and at 8 A.M. the Brigantine arrived off the Custom House Wharf, the Master of the vessel came on board & informed me that he had been directed by the Consignees to proceed to Nassau N.P. for orders & that he was ready to receive my instructions. I gave him instructions to proceed to Nassau N.P. & to report to me there for further instructions.

I am Sir &c.

Lieut. Commanding
United States Revenue
"Wyandotte"

J. May 16. Ötö

H. M. Steamer Psyche
St. Paul de Loando
Feb.y 1st 1861

Sir

Please accept this my formal
nation as 3rd assistant Engineer in the
H. Navy

I Have Respectfully
Your Obedient Servt
James Plunkett

Flag Officer Wm. Inman Esq.
Comdg H.M. African Squadron
West Coast of Africa

Forwarded by
Rear Admiral Le Hon C.B.

Dupreuch. 3 1/8

U.S. Flag Ship Constitution
Off Sea, February 13th 1800

Sir.

I have received, your letter, dated the 9th inst. by your Excellency, as 3d aid de Camp, to the U.S. troops, which I shall communicate to the Navy Department.

In case of all the circumstances, connected with your Negociation, I am induced, if it be not improper, that you return to the U.S. Gen. and thence, proceed from the Havana "Mystic" Gen. as if I was passage, in the "Marion" to the U.S.

Immediately upon your arrival there you will report yourself to the Navy Department, & wait, your further, & other Commands, transmit a copy of this letter.

I am

Very respectfully
Your Obt Servt

Jm Jones

Navy Office
Comdg U.S. Naval Forces

3d aid de Camp
Louis Bunbett
U.S. Ship "Mystic"

U.S. Steamer Vincennes
St Paul de Loanda
1st November 1860.

Sir.

I regret to be called upon to forward the accompanying letter addressed to Mr. Blunkett, 3d Asst Engineer, U.S. S. Vincennes, by Lieut Craven, which I received on the 29th Inst. from Lisbon, Capt. Hull having given him charge of an Officer & men sent with those who are employed to convey the above Steamer's mess with him to this Port.

Mr Blunkett has on several occasions evinced such a disregard for both his moral & professional duties, as to disqualify him from the service, & I shall not be sorry to

I had occasion when at Princes Island in October last, to suspend Mr Blunkett from duty for very disgraceful conduct in consideration of the injury it might do him, should the case be investigated by a court martial, I refrained from bringing him to trial, & only sent him home by that conveyance, trusting that his conduct on that occasion would only be passed over, upon his giving proof of his desire to behave himself better in future. This he has failed to do, & expects me to obtain a situation for him on board one of the accompanying squadron of [illegible]

I have the honor to be Sir
Your most obedt Servt
Flag Officer
Sir Wm Jones
Comdg in Chief U.S. & F. Forces
West Coast of Africa

U. S. Steamer Augusta
St Paul de Loanda,
Jan 31st 1860.

Sir:

It becomes my unpleasant duty to report to you, the un-officerlike & disrespectful conduct of Act Ensign James Plunkett, in the Engine Room of this vessel this morning.

My attention was drawn to it by hearing him use some person whom from the place where I was standing I could not see, a damned crass headed bugger: and other improper expressions were also used by him which I could not distinctly understand.

I went to Mr Plunkett and asked him to whom he had been talking so disrespectfully to "Mr Finney", and cautioned him against using expressions so reprehensible that I felt sure that I could not permit such language in the Engine Room, and especially I could not suffer it among Officers under my charge: and that if he did not desist at once I should report him to the Commanding Officer.

If reported in a disrespectful tone, you may report me as soon as you please", I then ordered him to be silent, but he paid no attention to it declaring with oaths that he "would not be treaded down" or "driven over by any one" that if he "ever caught Mr Finney on shore he would wipe him", repeated and

Lieut Commdg
Wm C. Le Roy
U. S. S.r Augusta

(Copies)

Wm C. Le Roy
Lieut Commdg
U. S. Steamer Augusta

that I might report him as soon as I
joined, and said that "the Finney was
more an Officer than a damned fop."

I will make no comment upon the
conduct in an Officer who has twice been
called to account for conduct which
has scandalized the Corps of which he is a
member, and whom your forbearance
alone upon his good behaviour, out of
kind regard for his future prospects in
the Navy.

I am, respectfully,
Your Obedient Servant,
(signed) Charles H. Baker
1st Asst. Engineer
U. S. Navy

Commdr. Thos. T. Craven U.S.N.
Comdg. U.S.S. Wachusett

No 1 [illegible]

Flag Officer Stringham

Feby 13. 1861

Case of Fast Sailing

James Hewlett

accepted

Feb. 1860

6 Feb 1861

J. May 11.

1

premises

Copy

U.S. Flag Ship Wabash
at Port de Cayenne
February 11th 1864.

Sir,

I have the honor to inform you that I have this day made a Requisition on Captain Rowan of the U.S. Steamer Iroquois for Coal.

I am sir, Yours very respectfully
Your obt. Servt
Signed Wm. Pearson
Flag Officer,
Comdg. U.S. N. American Squadron.

To E. N. Bissie
U.S. Naval Store keeper
Cayenne.

True Copy, Xtian Abbrecht
Flag Officers Secretary.

Gone 2
Hay 19

May 16. Ao

Ack

Done
May 19.

J. May 18. 60

City.

State of Vermont
In Chancery

6th of February 1860 —

effect to the principles
stated in your letter of yesterday and I
am happy to say, that in the visit made
at night to the Schooner Equinoxial, my orders
and the principles, more strictly adhered
to. The Visiting Officer proceeded to satisfied
of the Nationality of the Vessel, and desired
to make the usual enquiries, though invited by the
Captain of the Schooner to do so the detention
to the Equinoxial occupied but a few minutes.

I am &c.

(Signed) [illegible]
Lieut. Commanding H.B.M. Sloop Alert
To the Honorable [illegible]
Her Majesty's Minister
at the Court of Spain.

U. S. Revenue Cutter Service
Washington D.C. Feb 15th 1861

Sir

I have the honor to report that I arrived at this port this morning at 8 o'clock and reported my arrival to Capt Faunce of the Revenue Service, who directed me to report to you. I have the honor to enclose herewith a letter addressed to me by Capt Faunce, which explains itself.

I have the honor to be very respectfully your obt servt

[illegible]
1st Lieut U.S.R.M.

To Capt [illegible]
Comdg U.S.R.M. Steamer [illegible]
Off the Coast of Florida.

A true copy
[illegible]
1st Lieut U.S.R.M.

Sir

I have the honor to report that I arrived at this port this morning at 8 o'clock and reported my arrival to Capt Faunce of the Revenue Service, who directed me to report to you. I have the honor to enclose herewith a letter addressed to me by Capt Faunce, which explains itself.

I have the honor to be very respectfully your obt servt

[illegible]
1st Lieut U.S.R.M.

To Capt [illegible]
Comdg U.S.R.M. Steamer [illegible]
Off the Coast of Florida.

A true copy
[illegible]
1st Lieut U.S.R.M.

60

U. S. Revenue Cutter Service
Washington D.C. Feb 15th 1861

Sir

I have the honor to report that I arrived at this port this morning at 8 o'clock and reported my arrival to Capt Faunce of the Revenue Service, who directed me to report to you. I have the honor to enclose herewith a letter addressed to me by Capt Faunce, which explains itself.

I have the honor to be very respectfully your obt servt

[illegible]
1st Lieut U.S.R.M.

To Capt [illegible]
Comdg U.S.R.M. Steamer [illegible]
Off the Coast of Florida.

A true copy
[illegible]
1st Lieut U.S.R.M.

Sir

I have the honor to report the arrival this morning at 8 o'clock of the Revenue Steamer "Harriet Lane" under my command from Key West. I have the honor to enclose herewith a letter addressed to me by Capt Faunce of the Revenue Service, which explains itself.

I have the honor to be very respectfully your obt servt

John C. Faunce
Capt U.S.R.M.

To Lieut

Acme
Alley (11)

J. May 16. Hazl